APPENDIX B – NON-MOTORISED USER AUDIT

Walking, Cycling and Horse-Riding Assessment & Review

North Bradley

2 November 2023

Prepared for

Welbeck Strategic Land II LLP

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1. Introduction

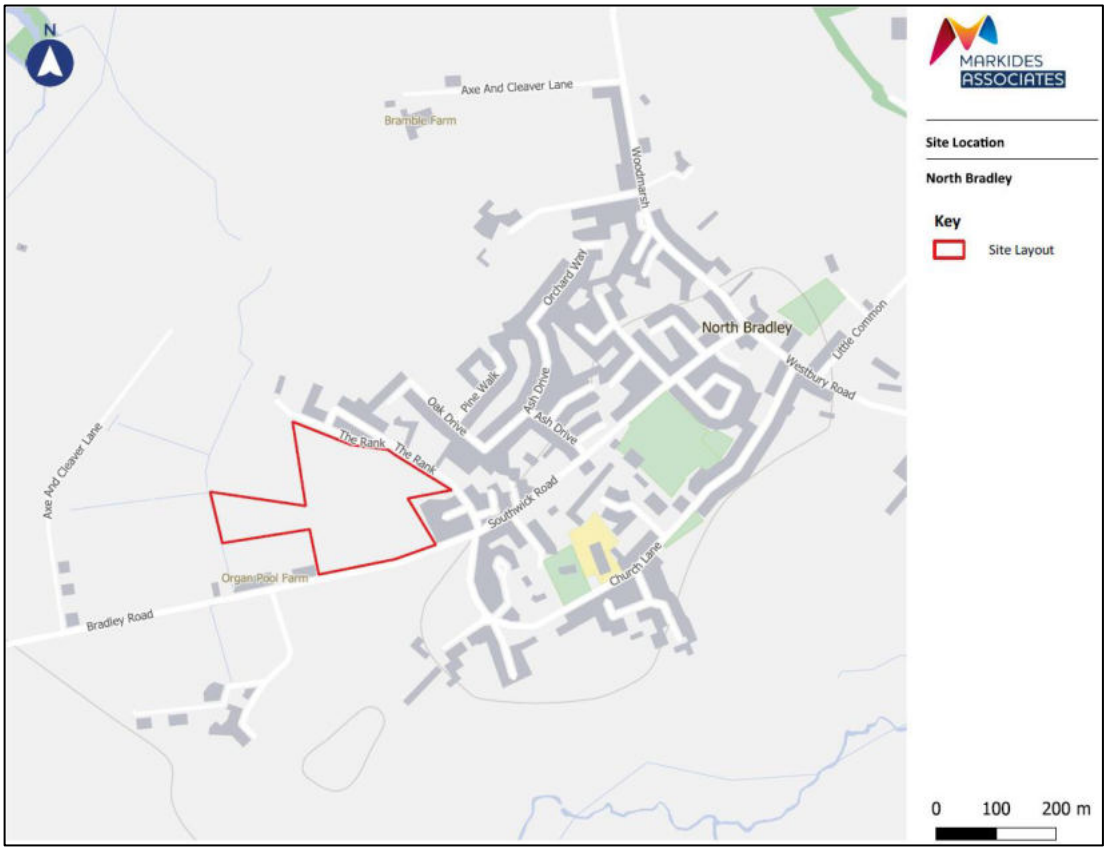
1.1 This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared by Markides Associates (MA) on behalf of Welbeck Strategic Land II LLP ('the applicant') in support of a proposed development which comprises the erection of up to 66 residential units of mixed size, tenure and type with associated cycle/refuse storage, car parking, and soft landscaping on land including and to the north of Southwick Road, North Bradley, Wiltshire ('the site').

1.2 The site is located within the authoritative boundary of Wiltshire Council (WC), serving as both the planning and highway authority.

1.3 The site is located to the north-west of North Bradley, which is to the south of Trowbridge. The site is currently undeveloped, agricultural land bounded to the south by Southwick Road, to the east by residential properties (Winchester Close), and to the north and west by open fields.

1.4 The development proposals comprise of an outline application for 66 dwellings with all matters reserved except for access. A new access arrangement with a ghost island is proposed to serve the development.

Figure 1.1 Site Location



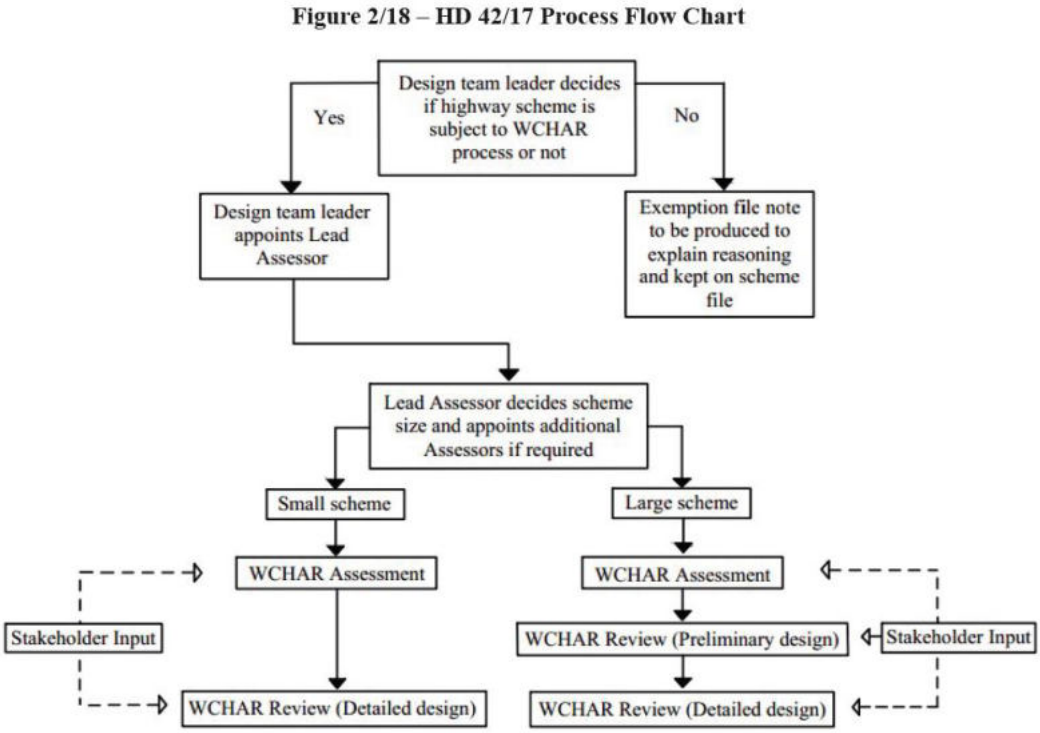
Source: MA QGIS

2. Methodology

2.1 The Design Manual for Roads and Bridges (DMRB) GG 142 guidance is the industry standard method for assessing walking, cycling and horse-riding service provision for local highway schemes. The proposed development is assessed in accordance with the guidance relating to 'small schemes' whereby a study area of 1km is considered appropriate for the WCHAR, in accordance with the DMRB GG 142 guidance.

2.2 The WCHAR process is made up of two distinct parts. The first part is an assessment of the current or existing situation (Walking, Cycling & Horse-Riding Assessment); whilst the second part relates to an ongoing review of user opportunities throughout the design process (Walking, Cycling & Horse-Riding Review). The process concludes prior to the commencement of construction of a highway scheme, as shown in **Figure 2.1** below.

Figure 2.1 WCHAR Process Flow Chart



Source: DMRB

2.3 The DMRB definition for the modes to be assessed has been applied in this report and is as follows:

DMRB Definitions
Walking, Cycling & Horse-Riding modes (or users) are primarily defined within this document as:

a) Pedestrians – including mobility impaired and vulnerable pedestrians.
b) Cyclists – including mobility impaired and vulnerable cyclists, those riding legal electric cycles, and non-motorised scooters.
c) Equestrians – including mobility impaired and vulnerable equestrians; and
d) Users of legally powered wheelchairs.

2.4 Table 4.7 in the DMRB GG 142 details the information requirements for small schemes as follows:

- Walking, cycling and horse-riding policies and strategies within or related to the WCHAR study area;
- Personal injury collision data;
- Multi-modal transport service and interchange information within the WCHAR study area;
- Key trip generators and local amenities within the WCHAR study area;
- Information gathered during site visit;
- Information gathered during liaison with key Stakeholders; and
- Existing walking, cycling and horse-riding network facilities within the WCHAR study area.

Audit Methodology

2.5 Walking routes have been assessed using DfT Technical Guidance and the Walking Route Audit Tool (WRAT). The WRAT assesses walking routes against criteria for attractiveness, comfort, directness, safety and coherence and scores each from 0 for poor provision to 2 for good quality provision. A score of 70% (28 out of a possible 40) is generally considered the minimum level a route should meet and, where scoring less than 70% overall, any factor scoring a 0 should be the focus of improvement.

2.6 Cycling has been assessed using DfT guidance Route Selection Tool (RST). The RST is designed to assess and compare potential routes for inclusion in a cycling network. Although it is not designed for developers, it provides a standardised method of assessment that is flexible and can be applied to a wider range of context than other more urban-orientated tools such as CERS or CLoS. The RST is a spreadsheet which assesses core design criteria for cycling from 5 (highest) to 0 (lowest) as follows: directness, gradient, safety, connectivity, comfort. It also includes a consideration of the number of junctions that cyclists must pass though. It also provides a high-level indication of costing for any improvements identified through RST assessment.

3. Relevant Policies and Strategies

3.1 This report has been prepared in accordance with DMRB guidance GG 142 REVISION 0. In addition, the following policies and strategies have been consulted as part of this assessment:

- DMRB CD143: Designing for walking, cycling and horse-riding.
- Manual for Streets and Manual for Streets 2.
- Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) 2022.

DMRB CD143: Designing for Walking, Cycling and Horse-riding

3.2 This document forms part of the DMRB and provides requirements and advice for the design of walking, cycling and horse-riding facilities on and/or adjacent to the motorway and all-purpose trunk road network.

3.3 Walking, cycling and horse-riding routes shall be free from unnecessary diversions, frequent obstacles and fragmented facilities. It is noted that Southwick Road and adjoining roads are not part of the trunk road network, however, the principles of the assessment are still valid in relation to these routes. The core design principles are:

- Coherence - Link trip origins and destinations, including public transport access points. Routes are continuous and easy to navigate.
- Directness - Serve all the main destinations and seek to offer an advantage in terms of distance and journey time.
- Comfort - Infrastructure meets design standards and caters for all types of user, including children and disabled persons
- Attractiveness - Aesthetics, noise reduction and integration with surrounding areas are important.
- Safety - Dedicated networks and facilities not only improve pedestrian, cyclist and equestrian safety, but also their feeling of how safe the environment is. This includes access to adjacent areas, sightlines, fencing, lighting, landscaping and surveillance. It also includes avoiding opportunities for assailants to conceal themselves.

4. Assessment of the Wider Area

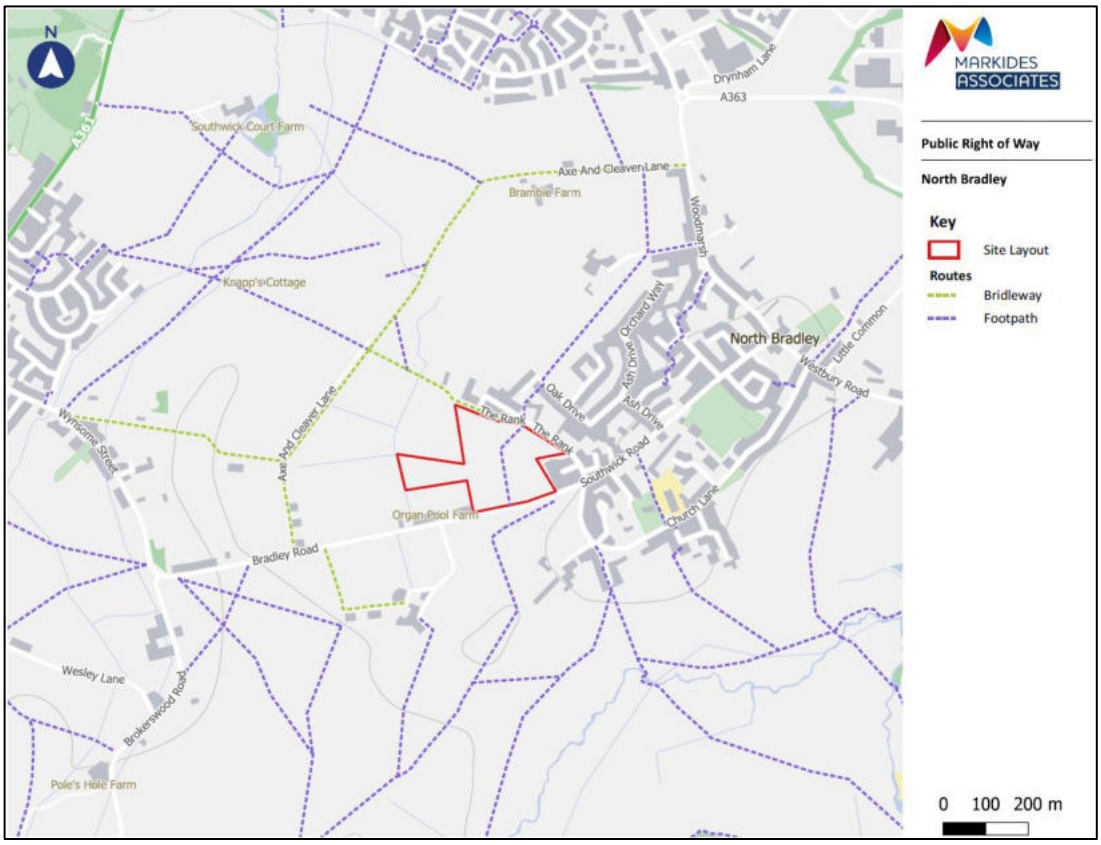
4.1 This section of the report provides an overview of the wider area network and context of the schemes, including the accessibility by public transport (bus, rail), the existing public right of way (PROW) network, and analysis of recent collision data.

Public Right of Way Network

4.2 There is a good network of footpaths and bridleways within the vicinity of the site. Public Footway NBRA27 runs north/south through the centre of the site before turning north-east approximately two thirds of the way into the site. The footpath then meets The Rank where it splits in two, with footway MBRA1 on the northern side of The Rank. Bridleway NBRA28 runs north-west joining the wider public rights of way network.

4.3 The network of PROW routes in the vicinity of the site is illustrated in **Figure 4.1**.

Figure 4.1 PROW Network



4.4 It is considered that these routes offer an excellent leisure attraction for walking, cycling and horse-riding, however, these are unlikely to be used during the darker hours and/or in inclement weather conditions to access local amenities and facilities due to their off-road and rugged nature. Furthermore, whilst the Equality Act imposes duties to landowners to make reasonable adjustments to provide disabled people with access to services, it is not expected that all rights of way should be adapted to make them more accessible, (unless features are being replaced).

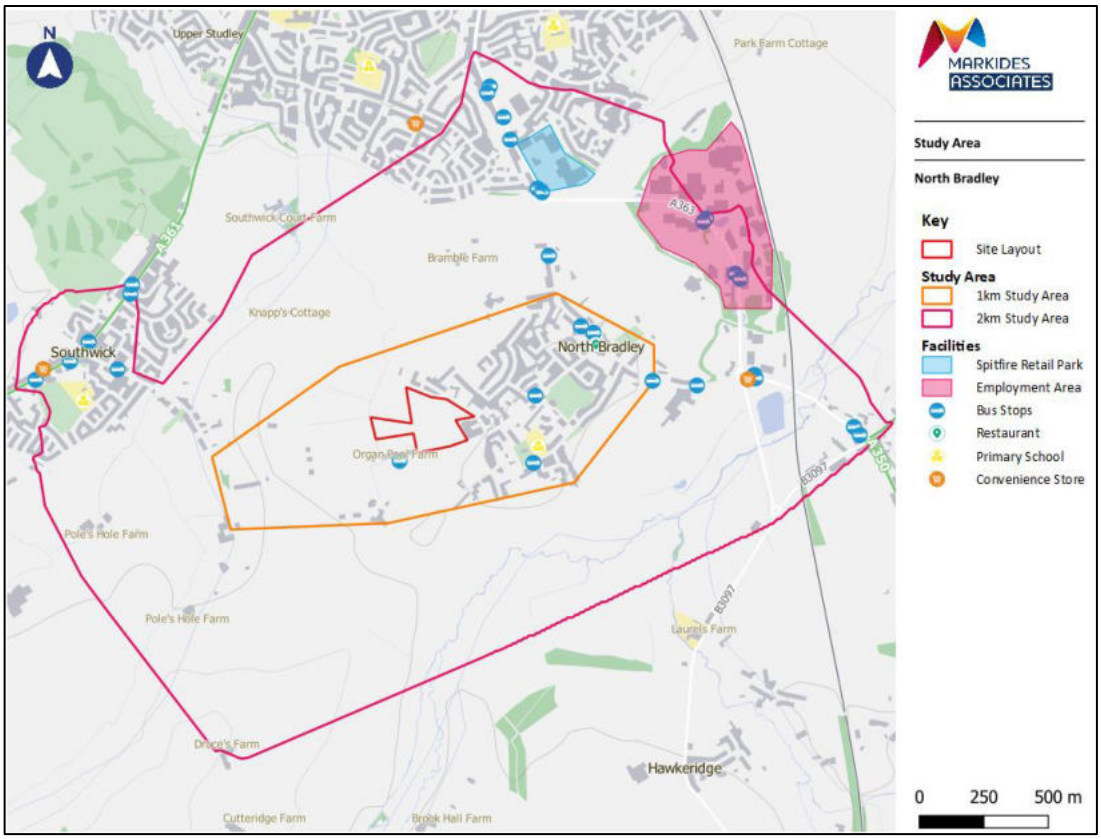
4.5 Thus, this WCHAR assessment has focused on an audit of the paved routes to local facilities and amenities which are / should be accessible to all.

Study Area

4.6 GG 142 Section 4 outlines that the WCHAR study area should typically be 1km for small schemes and 5km for a large scheme. Given this is not a very small scheme the study area has been increased to 2km. In addition, various guidance suggests that walking up to 2km is appropriate to access differing facilities.

4.7 **Figure 4.2**, therefore shows the local amenities and facilities accessible within 2km of the site, including the nearest primary school, bus stops, employment and retail areas. The study area with 1km and 2km isochrones is illustrated in **Figure 4.2**.

Figure 4.2 WCHAR Study Area

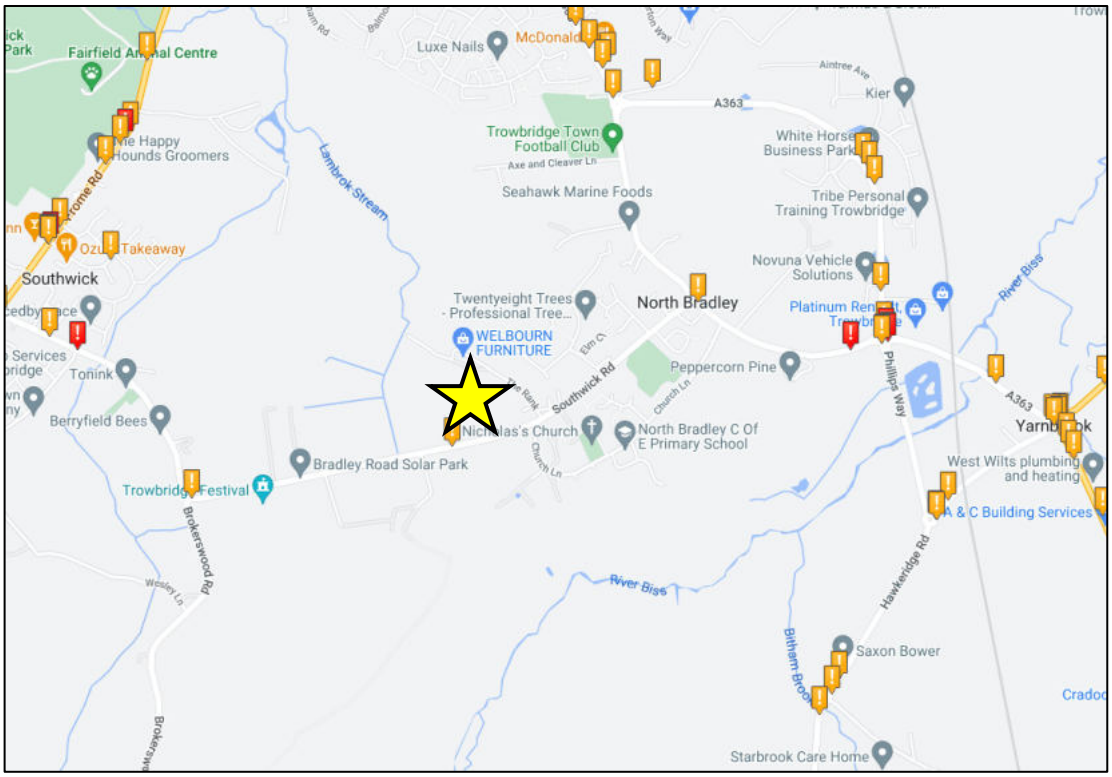


Collision Data

4.8 GG 142 guidance outlines that personal injury collision data should be obtained for the latest available period and include a minimum period of three years of data.

4.9 Collision data has been obtained from Crashmap for a period of 2019-2021 for the study area. An extract is shown in **Figure 4.3** demonstrating collisions which resulted in slight, serious or fatal injuries.

Figure 4.3 Collision Data – Crash Map



Source: https://www.crashmap.co.uk/Search

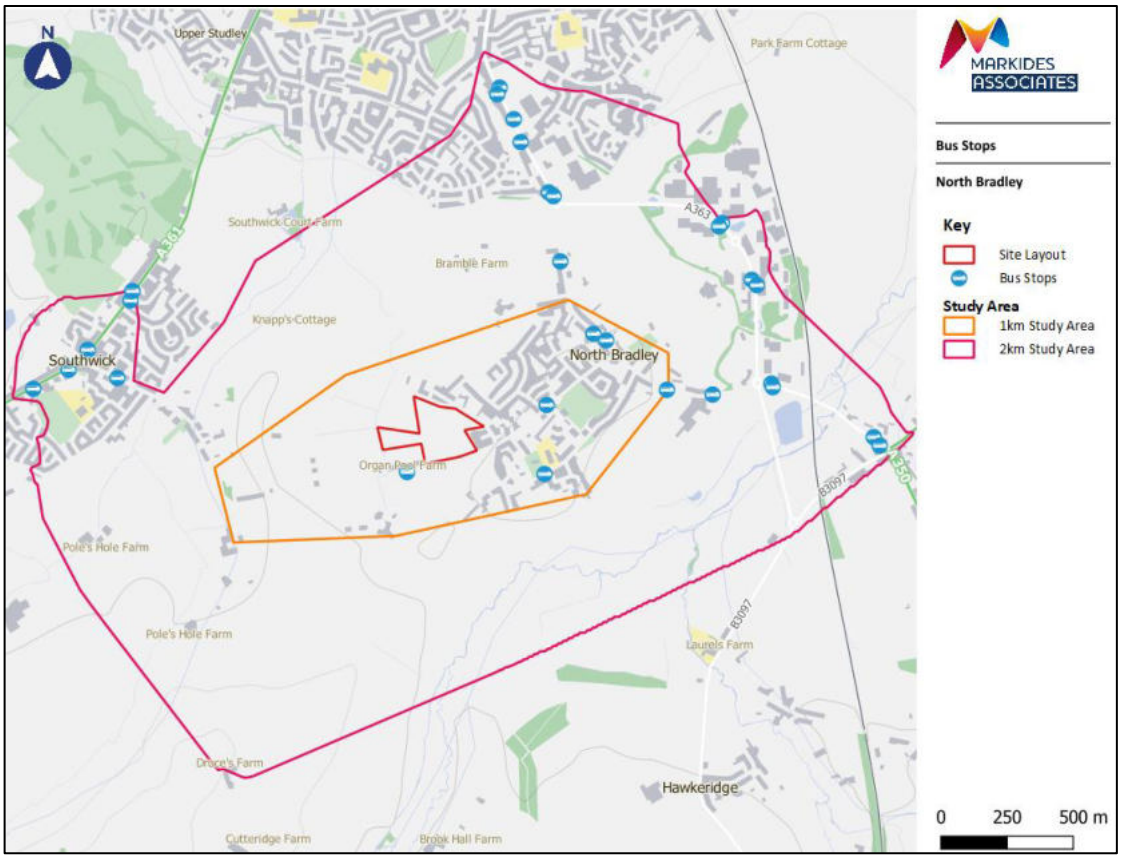
4.10 The data indicates that only nine slight and three serious collisions have occurred along the identified walking and cycling routes within the study area in the last three years. These collisions are spread across the study area and no accident 'hot spots' are identified as areas of concern.

Multi-Modal Transport Services and Interchanges

Bus

4.11 The bus stops within the study area are as shown in **Figure 4.4** below.

Figure 4.4 Transport Services Within Study Area



4.12 It is understood that the nearest bus stop to the site is on Southwick Road, approximately 150m to the west of the site access, however, this stop does not have a flag and pole or bus shelter marking the bus stop location.

4.13 To the east of the site, less than 350m from a proposed pedestrian access to the site, there is a bus stop with a shelter and seating on Southwick Road providing services into Trowbridge. In addition, the northbound bus stop on Woodmarsh is approximately 800m away and provides a shelter and seating. The southbound stop is on the opposite side of the road and has a flag and pole. Therefore, the assessment has focused on accessibility to these bus stops.

4.14 A summary of bus services available from the nearest bus stops is summarised in **Table 4.1.**

Table 4.1 Summary of Local Bus Services

Service	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Southwick Road / Church Lane						
67 / 67A	Trowbridge Town Service to North Bradley	Hourly	Hourly	No Service	09:39	14:17
Westbury Road / Woodmarsh						
67 / 67A	Trowbridge Town Service to North Bradley	Hourly	Hourly	No Service	09:40	14:18
D1	Bath Bus Station – Warminster, Market Place	2 hours	Hourly	Hourly	11:01	19:54
X47	Frome - Trowbridge	1 outbound and 1 inbound service per day	-	-	08:07	16:50

4.15 The table above shows that the vicinity of the site is served by a regular bus service into Trowbridge during the day, with 1 bus per hour on Southwick Road in one direction only, and 2 buses per hour in each direction on Westbury Road/Woodmarsh.

4.16 From the bus stop on Southwick Road, the total journey time into Trowbridge is approximately 18 minutes, comprising of a 5-minute walk to the bus stop, a 3-minute average wait time and a short 10-minute bus ride (to Tesco).

4.17 From the bus stop on Woodmarsh (The Rising Sun) the journey time into Trowbridge is approximately 26 minutes. A 12-minute walk, a 3-minute wait and a 11-minute bus ride.

4.18 The D1 Discover service has a regular bus service on weekends to the White Horse Business Park with the nearest stop on Bradley Road (A363) by the Spitfire Retail Park.

4.19 The 'How far do people walk?' report published by WYG in 2015 provides information on how far people are prepared to walk to bus stops in rural communities. This report identifies that the walking distance to a bus stop is notably longer than the guidance in the CHIT guidance.

4.20 The data shows that people in rural areas will walk 200m further than those in urban areas. The 85%ile walk distance in rural areas is 1000m. The data for the Southwest shows that the 85%ile distance is 1290m to a bus stop.

4.21 It is clear that the walking distance of 1000m to the existing bus stops on Westbury Road / Woodmarsh is acceptable given the more rural location.

Rail

4.22 Trowbridge Railway Station is approximately 3.7km to the north of the site. Rail services from Trowbridge are summarised in **Table 4.2**.

Table 4.2 Train Services from Trowbridge Rail Station

	Weekday Peak Frequency	Weekday Daytime Frequency	Saturday	Sunday
Bath Spa	4	2	2	1-2
Chippenham	2	2	1	1-2
Yeovil	1	1	1-2	1
Swindon	2-3	1	1-2	1

4.23 As the rail station is in excess of 2km from the site, the non-motorised users' route to the station has not be considered in the audit.

Key Trip Generators and Local Amenities

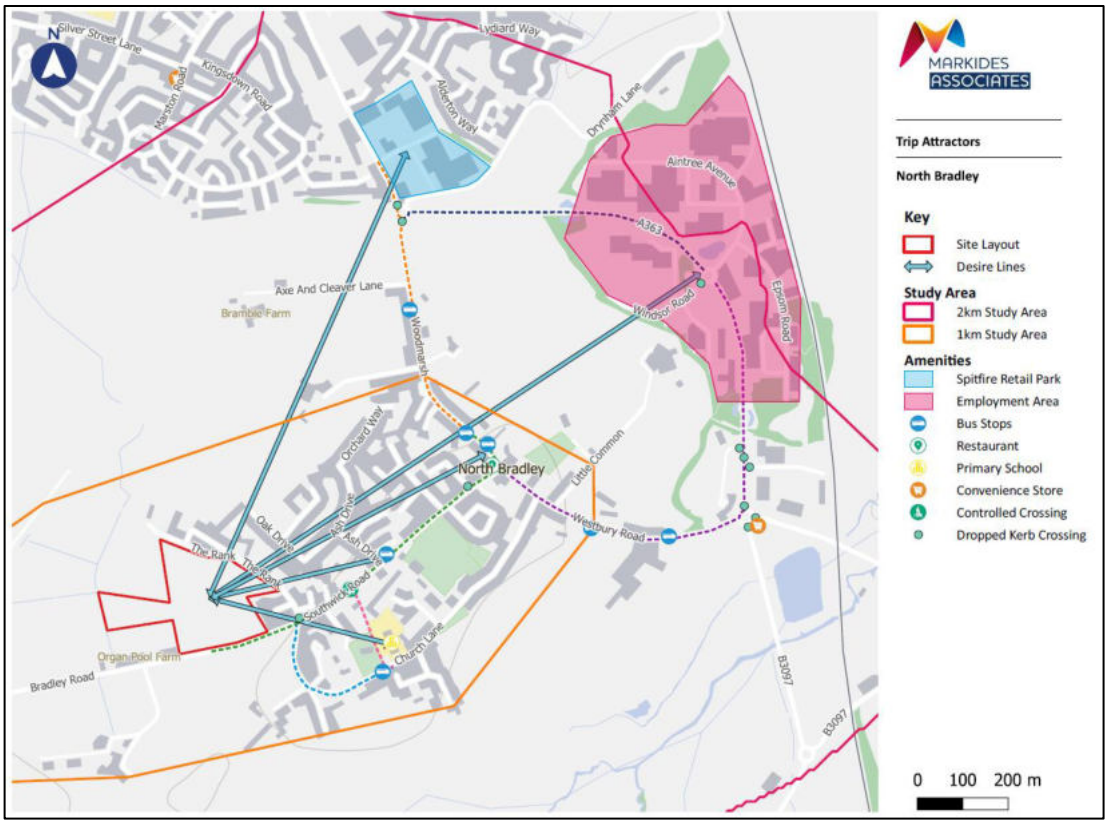
4.24 A list of the key trip generators within the study area which could influence levels of walking, cycling and horse-riding are provided below in **Table 4.3**.

4.25 **Figure 4.5** shows the location of these sites, as well as the desire lines of non-motorised users between the site and the key trip attractors and local amenities.

Table 4.3 Trip Attractor / Local Amenities

Trip Attractor / Amenity	Land Use	Walking Distance from Site
Southwick Road Bus Stop	Public Transport (Bus)	350m
Woodmarsh Bus Stops	Public Transport (Bus)	800m
North Bradley Primary School	Primary School	500m
Spitfire Retail Park	Retail Centre	1400m
White Horse Business Park	Employment Area	1600m

Figure 4.5 Location of Trip Attractors / Local Amenities



4.26 No distinct equestrian trip generators have been identified within the study area.

4.27 As demonstrated in Figure 4.5, the existing walking routes via the network of footways, foot paths and pedestrian crossings facilitate movements between the site and the key trip attractors and local amenities.

Liaison with Key Stakeholders

4.28 This document will inform and facilitate discussions with key stakeholders relevant to the scheme, who are expected to include representatives from local user groups for each travel mode, Local Highway Authority officers, disability groups and residents of the local area. As this report is for a 'small' highway scheme, liaison with key stakeholders is not yet required in compliance with GG 142, and this will take place following the approval of the current design stage.

5. Existing Pedestrian, Cyclist and Equestrian Facilities

Site Visit and Audit

5.1 The site was visited on 5 September 2023 to undertake an audit of the existing pedestrian and cyclist facilities (where applicable) surrounding the site and routes by non-motorised users to key destinations within a 2km study area. As discussed, there are no bridleways or distinct equestrian trip generators identified within the study area.

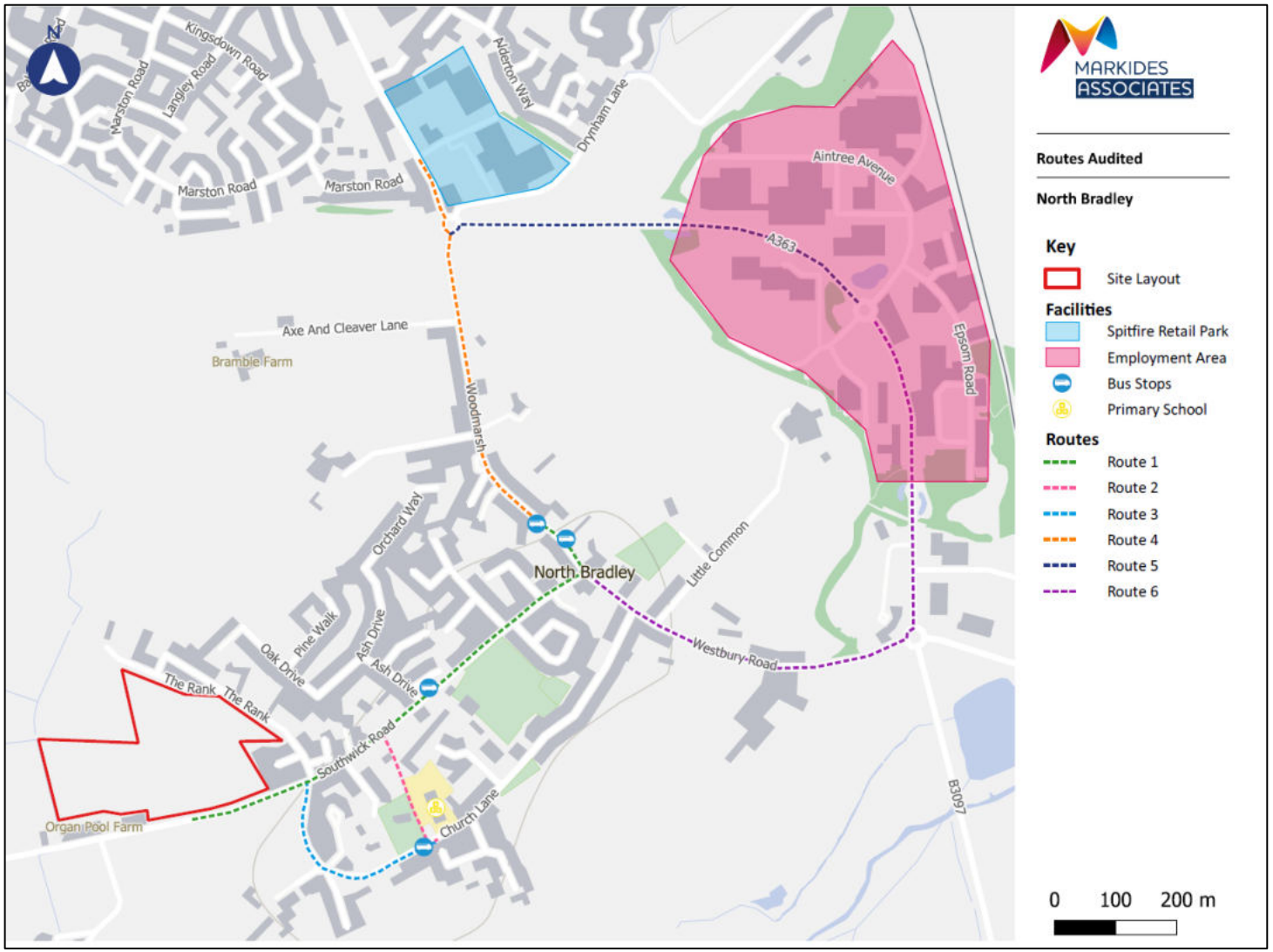
5.2 Weather conditions during the site visit were dry and sunny. Hours of darkness were not observed at this time, but it was carefully noted where street lighting was provided, the condition of lighting infrastructure, and the potential difference that darkness could make to walking and cycling routes.

5.3 The following routes to key destinations were audited which are illustrated in **Figure 5.1** and discussed in turn:

- Route 1 – Site to Bus Stops (Southwick Road and Woodmarsh)
- Route 2 – Site to Primary School (via St Nicholas footpath)
- Route 3 – Site to Primary School (via Church Lane)
- Route 4 – Site to Spitfire Retail Park
- Route 5 – Site to White Horse Business Park (Woodmarsh)
- Route 6 – Site to White Horse Business Park (Westbury Road)

5.4 Where sections of the route overlap, the subsequent new section of route only has been described to avoid repetition.

Figure 5.1 Routes Audited



Route 1 – Site to Bus Stops (Southwick Road and Woodmarsh)

5.5 Route 1 is from the site to the bus stops on Southwick Road and Woodmarsh. Both bus stops are served by 67 and 67A services, and the Woodmarsh bus stop is also served by the D1 and X47 services. Both bus stops are accessed from the network of existing footways, requiring crossing of sideroads only. The characteristics of the route are illustrated in **Photo 5.1**.

Photo 5.1 Site Visit – Route 1 Audit







5.6 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

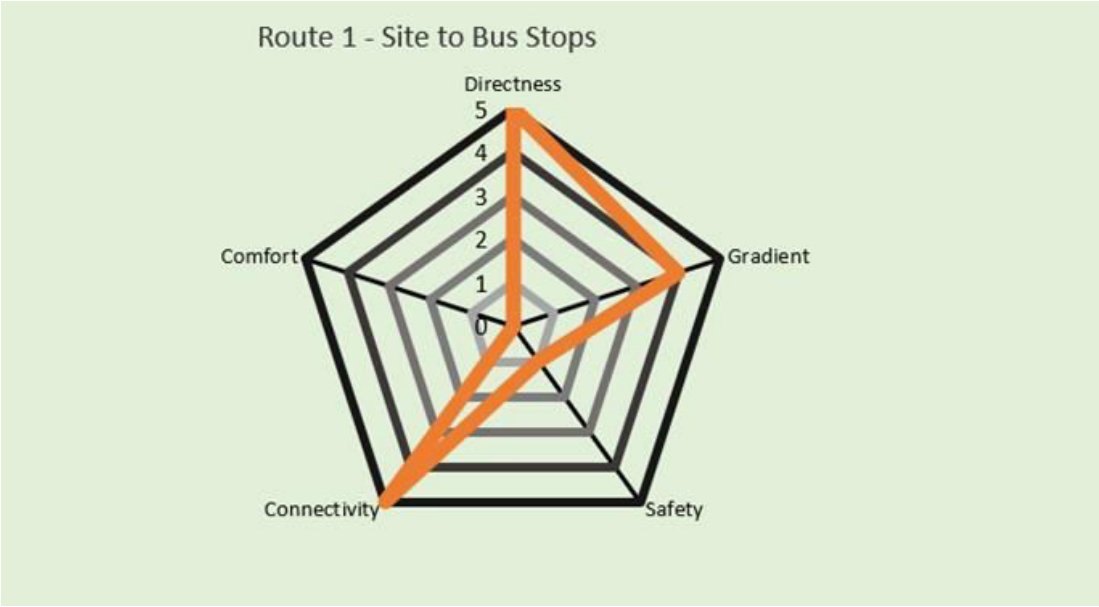
Table 5.1 WRAT Results – Route 1

Criterion	Performance Scores
Attractiveness	5
Comfort	6
Directness	10
Safety	5
Coherence	0
Total	**26**

5.7 Overall, the route is in reasonable condition and benefits from being relatively direct to the bus stops via footways with street lighting and without the need to cross any heavily-trafficked roads.

5.8 The results of the RST are given in **Figure 5.2** below, whilst the full outputs are contained within **Appendix B.**

Figure 5.2 RST Results – Route 1



5.9 The results demonstrate that the route scores highly for directness, connectivity and gradient. The route scores low for safety and comfort due to the lack of cycle lanes, therefore requiring cyclists to share the carriageway with vehicles whilst the AADT is in excess of 5000 along Southwick Road.

Route 2 – Site to Primary School (via St Nicholas footpath)

5.10 Route 2 is from the site to North Bradley Primary School via the footpath that routes between St Nicholas's Church and the primary school. Pedestrians can cross from northern side of the road (development side) to the footpath via the signalised pedestrian crossing approximately 150m east of Church Lane. Where the footpath opens onto Church Lane, there is a footway connection to the school gates. The characteristics of the route are illustrated in **Photo 5.2**.

Photo 5.2 Site Visit – Route 2 Audit





5.11 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

Table 5.2 WRAT Results – Route 2

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	11
Safety	5
Coherence	2
Total	**35**

5.12 Overall, the route is in good condition and benefits from being largely via an off-road footpath, ensuring a pleasant route for pedestrians away from vehicular traffic and excessive noise.

5.13 This route has not been assessed for cyclists as the footpath is for pedestrian use only not suitable for use by cyclists. Cyclists accessing the school should do so via Church Lane (Route 3).

Route 3 – Site to Primary School (via Church Lane)

5.14 Route 3 is from the site to North Bradley Primary School via Church Lane which is a single track road without a footway. Pedestrians would utilise the footway on the northern side of Southwick Road, and cross to the footway on the southern side at the mouth of Church Lane, and then continue along the road to where a footway begins approximately 150m west of the school. The characteristics of the route are illustrated in **Photo 5.3**.

Photo 5.3 Site Visit – Route 3 Audit







5.15 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

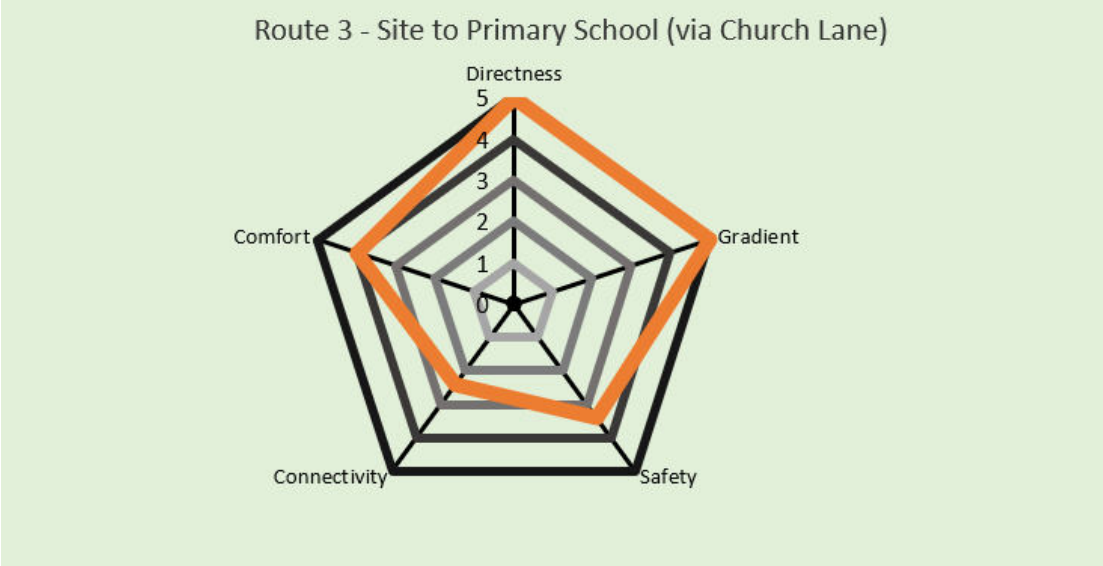
Table 5.3 WRAT Results – Route 3

Criterion	Performance Scores
Attractiveness	8
Comfort	6
Directness	8
Safety	6
Coherence	0
Total	**28**

5.16 Overall, the route is pleasant and in good condition. It is noted that there are no footways along the first section of Church Lane, however, the road is lightly trafficked and there is good visibility, therefore it is considered appropriate in this setting. Furthermore, there is an alternative route to the primary school via footways and footpaths (Route 2).

5.17 The results of the RST are given in **Figure 5.2** below, whilst the full outputs are contained within **Appendix B.**

Figure 5.3 RST Results – Route 3



5.18 The results demonstrate that the route scores well for directness, comfort and gradient. This is due to the cycling route being equivalent length to the vehicle route, no noticeable slopes and although cyclists sharing the carriageway with vehicles, the road is lightly-trafficked and therefore it is appropriate for cyclists to share the carriageway.

Route 4 – Site to Spitfire Retail Park

5.19 Route 4 follows the path of Route 1 along Southwick Road and a left turn onto Woodmarsh and continues northwards along Woodmarsh for approximately 400m beyond the roundabout with the A363. There is a dropped kerb pedestrian crossing to the north of the roundabout allowing pedestrians to cross onto the side of the retail park and enter via the footways provided. The characteristics of the route are illustrated in **Photo 5.4**.

Photo 5.4 Site Visit – Route 4 Audit





5.20 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

Table 5.4 WRAT Results – Route 4

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	8
Safety	4
Coherence	2
Total	**26**

5.21 Overall, the route is in reasonable condition and provides a direct route to the retail park from the site via a network of existing footways and crossings.

5.22 The results of the RST are given in **Figure 5.2** below, whilst the full outputs are contained within **Appendix B.**

Figure 5.4 RST Results – Route 4



5.23 The results demonstrate that the route scores highly for directness, gradient and connectivity as the route for cyclists is no longer than the route for vehicles, has gentle slopes and points which connect to other routes. However, it scores low for comfort and safety due to the lack of cycle lanes and that Southwick Road and Woodmarsh carry in excess of 5,0000 vehicles per day.

Route 5 – Site to White Horse Business Park (Woodmarsh)

5.24 Route 5 follows Route 4 along Woodmarsh, followed by a right turn onto the A363 at the roundabout to follow the road east into the business park via the existing network of footways. The characteristics of the route are illustrated in **Photo 5.5**.

Photo 5.5 Site Visit – Route 5 Audit



5.25 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

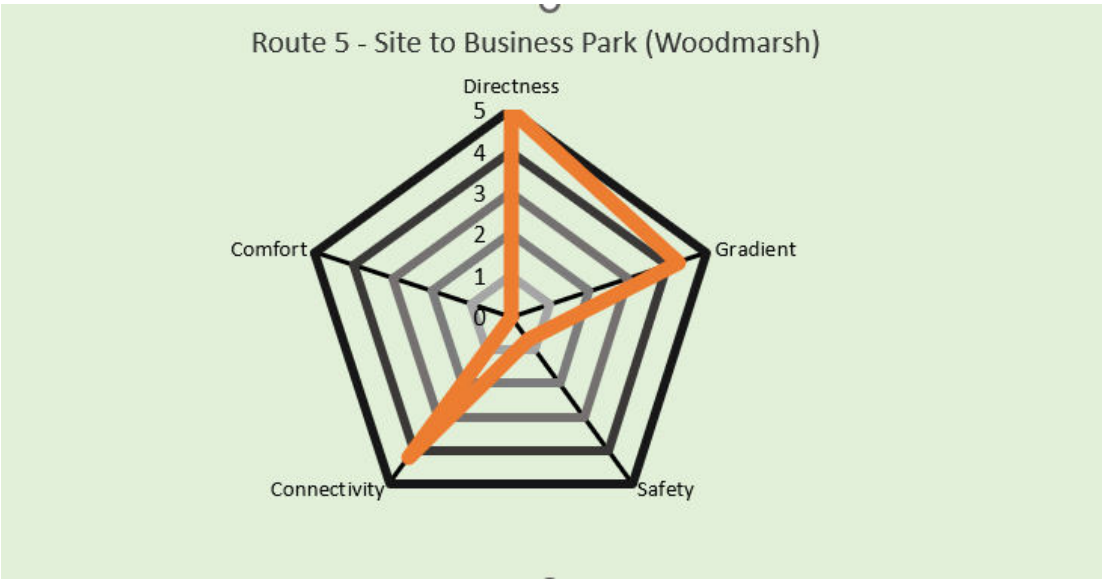
Table 5.5 WRAT Results – Route 5

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	8
Safety	6
Coherence	1
Total	**34**

5.26 Overall, the walking route through the business park is pleasant, kept in good condition and benefits from footways being separated from the carriageway by a grass verge.

5.27 The results of the RST are given in **Figure 5.2** below, whilst the full outputs are contained within **Appendix B.**

Figure 5.5 RST Results – Route 5



5.28 The results demonstrate that the route scores highly for directness, gradient and connectivity as the route for cyclists is no longer than the route for vehicles, has gentle slopes and points which connect to other routes. However, it scores low for comfort and safety due to the lack of cycle lanes and that Southwick Road, Woodmarsh and the A363 carry in excess of 5,0000 vehicles per day.

Route 6 – Site to White Horse Business Park (Westbury Road)

5.29 Route 6 takes a right turn at the Southwick Road / Woodmarsh / Westbury Road roundabout to travel south-eastbound along Westbury Road to the roundabout with the A363. Here, the route makes a left turn onto the A363 to travel northbound into the business park via the existing network of footways. This is an alternative route to the business park to Route 5,

offering a quicker route should users be seeking to access the southern portion of the business park.

5.30 The characteristics of the route are illustrated in **Photo 5.6**.

Photo 5.6 Site Visit – Route 6 Audit





5.31 The WRAT audit results are summarised in **Table 5.1** below, and the full output is included within **Appendix A.**

Table 5.6 WRAT Results – Route 6

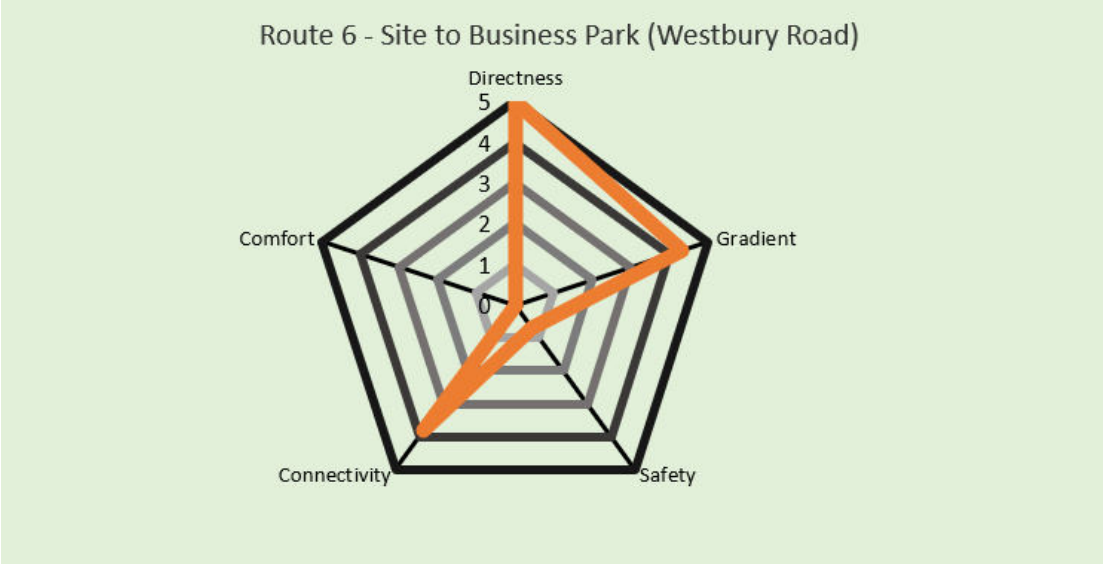
Criterion	Performance Scores
Attractiveness	5
Comfort	11
Directness	7
Safety	4
Coherence	0
Total	**27**

5.32 Overall, the route through the business park is pleasant, in good condition and benefits from footways being separated from the carriageway by a grass verge. However, the route along

Westbury Road is more heavily trafficked and the footway is less than 2m wide in sections with overgrown vegetation overhanging the footway.

5.33 The results of the RST are given in **Figure 5.2** below, whilst the full outputs are contained within **Appendix B.**

Figure 5.6 RST Results – Route 6



5.34 The results demonstrate that the route scores highly for directness, gradient and connectivity as the route for cyclists is no longer than the route for vehicles, has gentle slopes and points which connect to other routes. However, it scores low for comfort and safety due to the lack of cycle lanes and that the roads along this route carry in excess of 5,0000 vehicles per day.

6. WCHAR Assessment Summary

6.1 There are no distinct equestrian trip generators identified within the study area and it is considered that the PROW routes offer an excellent leisure attraction but are unlikely to be used during the darker hours and/or in inclement weather conditions to access local amenities and facilities due to their off-road and rugged nature. Therefore, the WCHAR assessment has focused on walking and cycling trips (where applicable) only via the established network of footways / roads.

6.2 A summary of the WRAT and RST scores for the walking and cycling conditions respectively along each route are detailed in **Table 6.1**.

Table 6.1 WHAR Assessment Summary

Route	WRAT Score	WRAT Score %	RST Score				
			Directness	Gradient	Safety	Connectivity	Comfort
1	26	65%	5.0	4.0	1.0	5.0	0
2	35	88%	n/a	n/a	n/a	n/a	n/a
3	28	70%	5.0	5.0	3.4	2.4	4.0
4	26	65%	5.0	4.43	1.0	3.71	0
5	34	85%	5.0	4.26	0.68	4.21	0
6	27	68%	5.0	4.29	0.71	3.82	0

6.3 In conclusion, it is considered that the walking routes identified are generally of an acceptable quality, all achieving a score of above 65% and average score of 74% across all routes, and therefore enabling access to the local amenities and facilities by non-motorised modes.

6.4 The cycling routes from the site to key amenities generally achieve high scores for directness, gradient and connectivity and low scores for safety and comfort due to the traffic volumes and lack of cycle lanes along Southwick Road, Woodmarsh, Westbury Road and the A363. This is reflective of the nature of this area and cannot be overcome by off-site mitigation.

6.5 It is therefore considered that the existing walking and cycling routes are suitable to serve users of the development and it is not considered necessary to provide any additional off-site improvement measures to support the development, over and above the measures detailed in Section 7.

7. Mitigation and Improvements

7.1 On the basis of this WCHAR assessment, the following works are proposed to in order that safe access to the site can be achieved:

- Ghost right turn lane for the vehicular access including traffic islands to enhance highway safety.
- Widened footway along the site frontage to the junction of The Rank.
- Dropped kerb and tactile paving crossing across Southwick Road providing a crossing point for those wishing to access Church Lane.
- Dropped kerbs and tactile paving across Church Lane.
- Improvements at the bus stops on Woodmarsh (The Rising Sun) to include a new shelter, poles and timetable where possible.
- Cycle parking on the western side of Woodmarsh Road at The Rising Sun bus stop.
- Financial contribution towards the improvements of the Bridleways within the vicinity of the site to promote active travel in line with the improvements identified within the draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) 2022.

7.2 The audit identifies the following improvements to be made to support the proposed development:

- Repaving of footways on Southwick Road to improve surface quality between the proposed access and The Rank (as identified above).
- Church Lane road markings to be repainted.
- Pedestrian crossing road markings to be repainted.
- Public right of way paving by gates to be re-laid.
- Provide waste bins at bus stops on Southwick Road and Woodmarsh.

APPENDIX A – WRAT FULL OUTPUTS

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**	Overgrown vegetation at points overhanging footway.	Ensure vegetation is adequately maintained.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	No evidence of vandalism with appropriate natural surveillance from properties with direct frontage onto Southwick Road.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**	The route is moderately trafficked and HGVs passing at speed creates noise.	Consider speed limit reduction and traffic calming along Southwick Road.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	No street lighting along Southwick Road at site access.	Street lighting to be installed
ATTRACTIVENESS				**5**		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	Uneven and fretted footway along Southwick Road, numerous crossovers and some loose gravel.	Footway along the frontage of the site will be upgraded as part of the proposals.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Footways are generally 1.5m wide, give and take required.	Footway along the frontage of the site will be upgraded as part of the proposals.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Crossing widths are generally 1.5m wide, approriate for the level of pedestrian activity.	Footway along the frontage of the site will be upgraded as part of the proposals.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in.	**2**	No instances of footway parking observed	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	Footways max slope of 4.9%. Average slope of 1.2%.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			**0**	Isolated areas of footway width reduced to 1m.	Remote from site so no improvements suggested.
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Footways coincide with the desire lines, providing diretness to bus stops.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	Where there are crossings, they follow desire lines between the residential area and bus stops.	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**	No crossing of busy roads required to access bus stops, only side roads where traffic volumes are low, therefore, minimal delay.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	No signalised crossings on this route to access bus stops.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	No signalised crossings on this route.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	Dropped kerbs not present on all side road crossings restricting access for users.	None.
DIRECTNESS				**10**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Low traffic levels along Ragged Hall Lane. Watford Road is more heavily trafficked, however, this is only a small section of this route.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	Low traffic speeds along Ragged Hall Lane and the footway is generally set back from the road by a grass verge. 2m wide footway along Watford Road allows pedestrians to keep a distance from traffic.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Generally good visibility but there is overgrown vegetation lining the road which could obstruct visibility if not properly maintained.	Ensure foliage is adequately maintained.
SAFETY				**5**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Instances of no dropped kerbs at side roads, e.g. Ash Drive	Remote from site so no improvements suggested.
COHERENCE				**0**		
			Total Score	**26**		

ROUTE SUMMARY

Route Name	Route 1 - Site to Bus Stops
Length	800m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	5
Comfort	6
Directness	10
Safety	5
Coherence	0
Total	26

Comments	Overall, the route is in reasonable condition and benefits from being direct to the bus stops without having to cross any busy roads.
Actions	Upgrading works to the footway along Southwick Road in vicinity of the site and ensure foliage is adequately maintained.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	Vegetation along footpath is well maintained.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Footpath lacks natural surveillance, flanked by a large hedge and brick wall.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**	Quiet off-road and pedestrian-only route.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**	Lighting along footpath could be improved to improve feeling of safety during hours of darkness.	Consider installing additional lighting along footpath.
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	Footpath surface is even with no trip hazards.	None
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**	Footpath is generally 1.5m-2m wide, give and take required.	None.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	Signalised crossing on Southwick Road is 2m wide.	None
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in.	**2**	No instances of footway parking observed	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	No slopes observed.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			**2**	No other issues noted.	None
COMFORT				**11**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Footpath is direct.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	Crossing provided on Southwick Road adjacent to footpath entrance.	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Some delay experienced due to waiting for pedestrian green man.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	Signalised crossing on Southwick Road is in one phase.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	Sufficient green time to cross.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**	No other issues noted.	None.
DIRECTNESS				**11**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Traffic-free route via footpath.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	Traffic-free route via footpath.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**	Generally good visibility but vegetation lining the footpath could become overgrown and it could be difficult to see along the route during the hours of darkness, due to low lighting.	Ensure foliage is adequately maintained and consider additional lighting.
SAFETY				**5**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**2**	Appropriate dropped kerb abd tactiles provision.	None.
COHERENCE				**2**		
			Total Score	**35**		

ROUTE SUMMARY

Route Name	Route 1 - Site to Primary School (via footpath)
Length	500m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	11
Safety	5
Coherence	2
Total	35

Comments	Overall, the route is in good condition and provides a pleasant, traffic-free route for pedestrians to reach the primary school from Southwick Road.
Actions	None.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	Vegetation along route is well maintained.	None.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**	Natural surveillance from overlooking properties along Church Lane.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**	Quiet and lightly-trafficked route.	None.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**2**	No other issues noted.	None.
ATTRACTIVENESS				**8**		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	Footpath surface is even with no trip hazards.	None
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**0**	Where there is a footpath, there are areas where it is less than 1.5m wide and narrowed due to parked cars.	None.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	No formal crossings along route.	None
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in.	**0**	Clearances of less than 1.5m due to parked cars along Church Lane.	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**	Very gentle slopes.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			**1**	Church Lane does not have a footway along the initial section for approx. 200m from Southwick Road.	None
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**	Route is direct.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**0**	No crossing in place at the entrance to Church Lane.	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**1**	Some delay experienced due to waiting for gap in traffic on Southwick Road.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	Crossing on Southwick Road is made in one phase.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	No signalised crossing.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**	No dropped kerbs provided crossing from Southwick Road to Church Lane restricting access for all uers.	None.
DIRECTNESS				**8**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Traffic volumes along Church Lane are low.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	Traffic speeds along Church Lane are low, owing to providing access to a small number of dwellings.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	Good visiblity along route.	None.
SAFETY				**6**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**	Lack of dropped kerbs at Southwick Road crossing to Church Lane.	Crossing point to be provided by the development.
COHERENCE				**0**		
			Total Score	**28**		

ROUTE SUMMARY

Route Name	Route 1 - Site to Primary School (via footpath)
Length	500m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	8
Comfort	6
Directness	8
Safety	6
Coherence	0
Total	28

Comments	Overall, the route is in good condition and provides a pleasant, lightly-trafficked route for pedestrians to reach the primary school from Southwick Road.
Actions	None.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Footways in minor disrepair in some area.	None.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Some natural surveillance from overlooking properties at points, but generally properties are set back from the road with tall hedges obscuring view.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Quiet and lightly-trafficked route.	None.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Traffic speeds along the road and lack of segregation for pedestrians may be unpleasant.	None.
ATTRACTIVENESS				4		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Some area of uneven surfaces and loose gravel on footway which could be a hazard for wheelchair users etc. in addition to a number of crossovers.	None
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footways are generally 1.5-2m wide throughout Woodmarsh along this route.	None.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Dropped kerb crossing over to retail park to the north of the roundabout is 2m wide.	None
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in.	2	No instances of vehicles parking on the footway observed.	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Very gentle slopes.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			1	Evidence of wheelie bins obstructing the fooway.	None
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Route is direct.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Dropped kerb crossing provided to the north of the roundabout with the A363 to facilitate crossing to retail park.	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	Traffic levels at the roundabout causing >15s delay for pedestrians waiting to cross at the uncontrolled crossing.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Crossing is staggered but this aids crossing time as there is less delay crossing the approach lanes to the roundabout.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No signalised crossing.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	A pedestrian access into the retail park near to the roundabout would create a short-cut, improving the directness of the route rather than having to follow the vehicular access route.	None.
DIRECTNESS				8		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Moderate traffic volumes and no segregation between footway and carriageway.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Moderate traffic speeds and no segregation between footway and carriageway.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visiblity along route.	None.
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerbs and tactile paving at the crossing point to the retail park.	None.
COHERENCE				2		
			Total Score	26		

ROUTE SUMMARY

Route Name	Route 4 - Site to Retail Park
Length	1400m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	8
Safety	4
Coherence	2
Total	26

Comments	Overall, the route is in reasonable condition and provides a direct route to the retail park from the site via a network of existing footways and crossings.
Actions	None.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**2**	Footways are well maintained throughout.	None.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**1**	Some natural surveillance within the business park, but sections of the route are alongside the road and buildings are set back.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**	Quiet and lightly-trafficked route through the business park as the A363 does not offer a shortcut or ratrun to any other key routes.	None.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**2**	No other issues noted.	None.
ATTRACTIVENESS				**7**		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**2**	Footways are level and in good condition.	None
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	Footways are generally 2m wide within the business park and throughout this route.	None.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	Dropped kerb crossing to the south of the roundabout is approximately 2m wide.	None
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in	**2**	No instances of vehicles parking on the footway observed.	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**	No slopes observed.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			**2**	No other issues noted.	None
COMFORT				**12**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Route from Southwick Road circles around fields.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	Dropped kerb crossing provided to the south of the roundabout with the A363 to facilitate crossing onto the business park side.	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**0**	Traffic levels at the roundabout causing >15s delay for pedestrians waiting to cross at the uncontrolled crossing.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**1**	Crossing is staggered but this aids crossing time as there is less delay crossing the approach lanes to the roundabout.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	No signalised crossing.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated;			**2**	No other issues noted.	None.
DIRECTNESS				**8**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Low traffic volumes within the business park as it does not serve as a through-route.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**	Moderate traffic speeds but pedestrians can keep a distance as there is a grass verge separating the footway from the carriageway.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**	Good visiblity along route.	None.
SAFETY				**6**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**	Dropped kerbs and tactile paving within the business park, but no tacile paving at the Woodmarsh / A363 roundabout crossing.	None.
COHERENCE				**1**		
			Total Score	**34**		

ROUTE SUMMARY

Route Name	Route 4 - Site to Retail Park
Length	1900m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	8
Safety	6
Coherence	1
Total	34

Comments	Overall, the route through the business park is pleasant, in good condition and benefits from footways being separated from the carriageway by a grass verge.
Actions	None.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Footways are well maintained throughout, however, there are some instances of overgrown vegetation along Westbury Road.	Local authority to ensure vegetation along the footway is properly maintained.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Some natural surveillance within the business park, but sections of the route are alongside the road with no buildings or buildings are set back.	None.
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Quiet and lightly-trafficked route through the business park as the A363 does not offer a shortcut or ratrun to any other key routes, however, traffic is busy along Westbury Road.	None.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	No other issues noted.	None.
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footways are level and in good condition.	None
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footways are generally 2m wide within the business park and throughout this route, however, they are approximately 1.5m along Westbury Road.	None.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Dropped kerb crossing to the south of the roundabout is approximately 2m wide.	None
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in	2	No instances of vehicles parking on the footway observed.	None
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No noticeable slopes observed.	None
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and			2	No other issues noted.	None
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	1	Route from Southwick Road circles around fields.	None.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Crossing provided within the business park, but crossing at the roundabout is incomplete (no dropped kerb on the northern side of Westbury Road).	None.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	Traffic levels at the roundabout causing >15s delay for pedestrians waiting to cross at the uncontrolled crossing at the roundabout.	None.
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	1	Crossing is staggered but this aids crossing time as there is less delay crossing the approach lanes to the roundabout.	None.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No signalised crossing.	None.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated;			2	No other issues noted.	None.
DIRECTNESS				7		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Low traffic volumes within the business park as it does not serve as a through-route, but moderate traffic along Westbury Road.	None.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Moderate traffic speeds - pedestrians can keep a distance as there is a grass verge separating the footway from the carriageway within the business park, but not along Westbury Road.	None.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Good visibilty along route.	None.
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Dropped kerbs and tactile paving within the business park, but substandard crossing at the Southwick Road / Woodmarsh / Westbury Road roundabout crossing.	None.
COHERENCE				0		
			Total Score	27		

ROUTE SUMMARY

Route Name	Route 5 - Site to Business Park (via Westbury Road)
Length	1100m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

Criterion	Performance Scores
Attractiveness	5
Comfort	11
Directness	7
Safety	4
Coherence	0
Total	27

Comments	Overall, the route through the business park is pleasant, in good condition and benefits from footways being separated from the carriageway by a grass verge. However, the route along Westbury Road is more heavily trafficked and the footway is less than 2m wide in sections with overgrown vegetation overhanging the footway.
Actions	Local authority to ensure vegetation along the footway is properly maintained.

APPENDIX B – RST FULL OUTPUTS

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	800.00	
Cycle Route Length (km)	800.00	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	**Score**
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*70*	*4.9*	*4*				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	**Existing**	**Potential**
	4.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	**Maximum slope (m)**					
	15m	**30m**	**50m**	**80m**	**150m**	**exceeds 150m**
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**
1	*Site Access*	*Bus Stops*	*0.4*	*20*	*>5000*	*1*				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	**Existing**	**Potential**
	1.00	-

Safety Scores Table			**Motor Traffic Speed**		
			20 mph	**30 mph**	**>30 mph**
Mixed Traffic Table Scores	**Motor Traffic Volume**	**<2500**	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a		5		
Unlit routes	n/a		Deduct 1 point		
Routes without passive surveillance	n/a		Deduct 1 point		

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit

Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*5*	*6.3*	*5*				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	**Existing**	**Potential**
	5.00	-

Connectivity Scores Table	
Number of Accesses/ Connections per Km	**Score**
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Too

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	Section start point	Section end point	Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	*Site Access*	*Bus Stops*	*0.4*	*Smooth, Machine-laid bituminous or similar*	*No cycle lanes*	*0*				
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	-	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or similar	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone paviours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:
Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing No. of Junctions	Potential No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	1	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	1	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	2	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

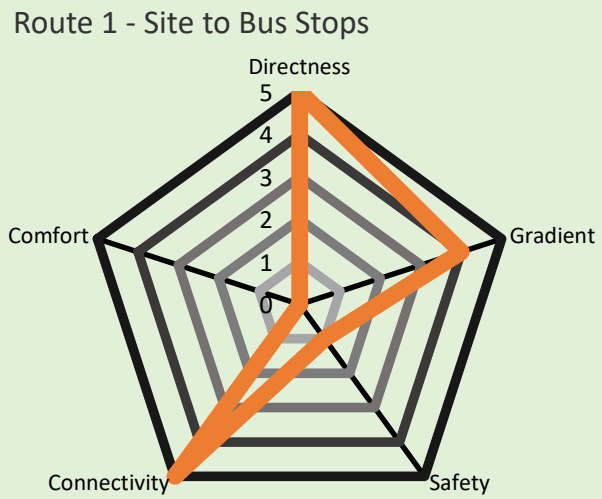
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 1 - Site to Bus Stops
Overall Length	800m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	0.00
Gradient	4.00	To Be Determined
Safety	1.00	0.00
Connectivity	5.00	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	500.00	
Cycle Route Length (km)	500.00	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	**Score**
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**
1	*Site Access*	*Church Lane*	*0.1*	*0*	*<2*	*5*				
2	Church Lane	Primary School	0.4	10	5.70%	5				
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	**Existing**	**Potential**
	5.00	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	**Maximum slope (m)**					
	15m	**30m**	**50m**	**80m**	**150m**	**exceeds 150m**
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**
1	*Site Access*	*Church Lane*	*0.1*	*30*	*>5000*	*1*				
2	Church Lane	Primary School	0.4	20	<2500	4				
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	**Existing**	**Potential**
	3.40	-

Safety Scores Table			**Motor Traffic Speed**		
			20 mph	**30 mph**	**>30 mph**
Mixed Traffic Table Scores	**Motor Traffic Volume**	**<2500**	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a		5		
Unlit routes	n/a		Deduct 1 point		
Routes without passive surveillance	n/a		Deduct 1 point		

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit

Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**
1	*Site Access*	*Church Lane*	*0.1*	*0*	*0.0*	*0*				
2	Church Lane	Primary School	0.4	1	2.5	3				
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	**Existing**	**Potential**
	2.40	-

Connectivity Scores Table	
Number of Accesses/ Connections per Km	**Score**
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Too

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**
1	*Site Access*	*Church Lane*	*0.1*	*Smooth, Machine-laid bituminous or similar*	*No cycle lanes*	*0*				
2	Church Lane	Primary School	0.4	*Smooth, Machine-laid bituminous or similar*	>3.5m	5				
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	**Existing**	**Potential**
	4.00	To Be Determined

Comfort Scores Table		**Available Width**				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	**Smooth, Machine-laid bituminous or similar**	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone paviours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes: Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing No. of Junctions	Potential No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	1	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	0	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	1	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

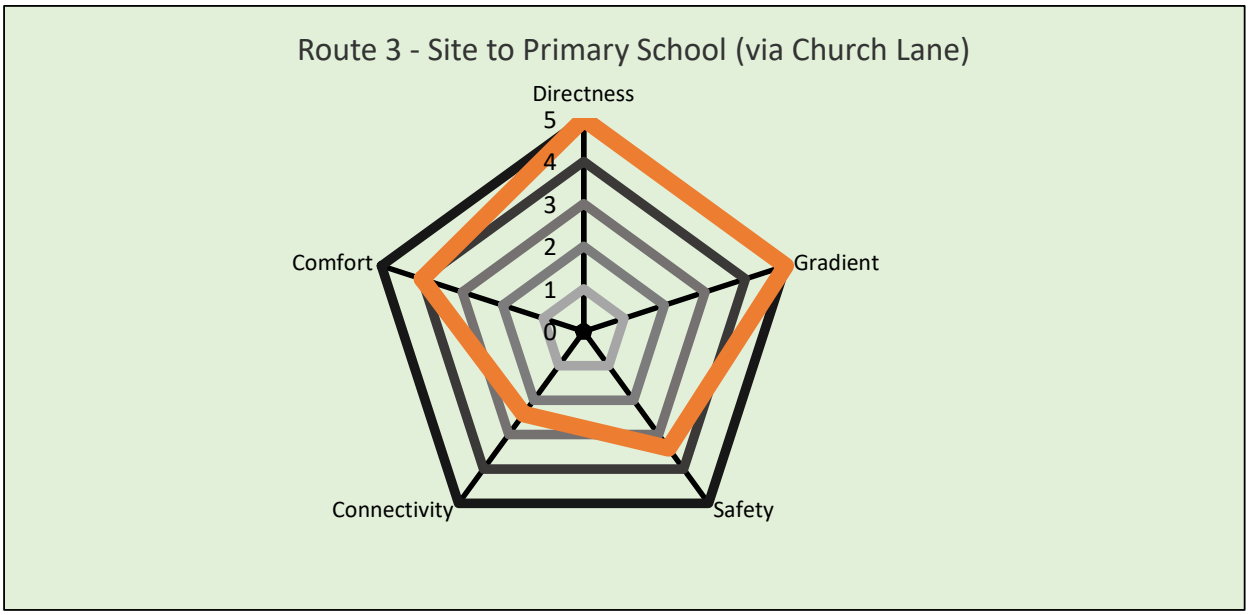
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 3 - Site to Primary School (via Church Lane)
Overall Length	500m
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	0.00
Gradient	5.00	To Be Determined
Safety	3.40	0.00
Connectivity	2.40	0.00
Comfort	4.00	To Be Determined



Number of Existing Critical Junctions/Crossings	1
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	1.40	
Cycle Route Length (km)	1.40	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	**Score**
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*70*	*4.9*	*4*				
2	Bus Stop	Retail Park	0.6	150	2.00%	5				
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	**Existing**	**Potential**
	4.43	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	**Maximum slope (m)**					
	15m	**30m**	**50m**	**80m**	**150m**	**exceeds 150m**
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*30*	*>5000*	*1*				
2	Bus Stop	Retail Park	0.6	30	>5000	1				
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	**Existing**	**Potential**
	1.00	-

Safety Scores Table			**Motor Traffic Speed**		
			20 mph	**30 mph**	**>30 mph**
Mixed Traffic Table Scores	**Motor Traffic Volume**	**<2500**	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a		5		
Unlit routes	n/a		Deduct 1 point		
Routes without passive surveillance	n/a		Deduct 1 point		

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit

Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*5*	*6.3*	*5*				
2	Bus Stop	Retail Park	0.6	1	1.7	2				
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	**Existing**	**Potential**
	3.71	-

Connectivity Scores Table	
Number of Accesses/ Connections per Km	**Score**
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Too

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*Smooth, Machine-laid bituminous or similar*	*No cycle lanes*	*0*				
2	Bus Stop	Retail Park	0.6	*Smooth, Machine-laid bituminous or similar*	No cycle lanes	0				
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	**Existing**	**Potential**
	-	To Be Determined

Comfort Scores Table		**Available Width**				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	**Smooth, Machine-laid bituminous or similar**	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone paviours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:
Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing No. of Junctions	Potential No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	3	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	2	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	**5**	**0**

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

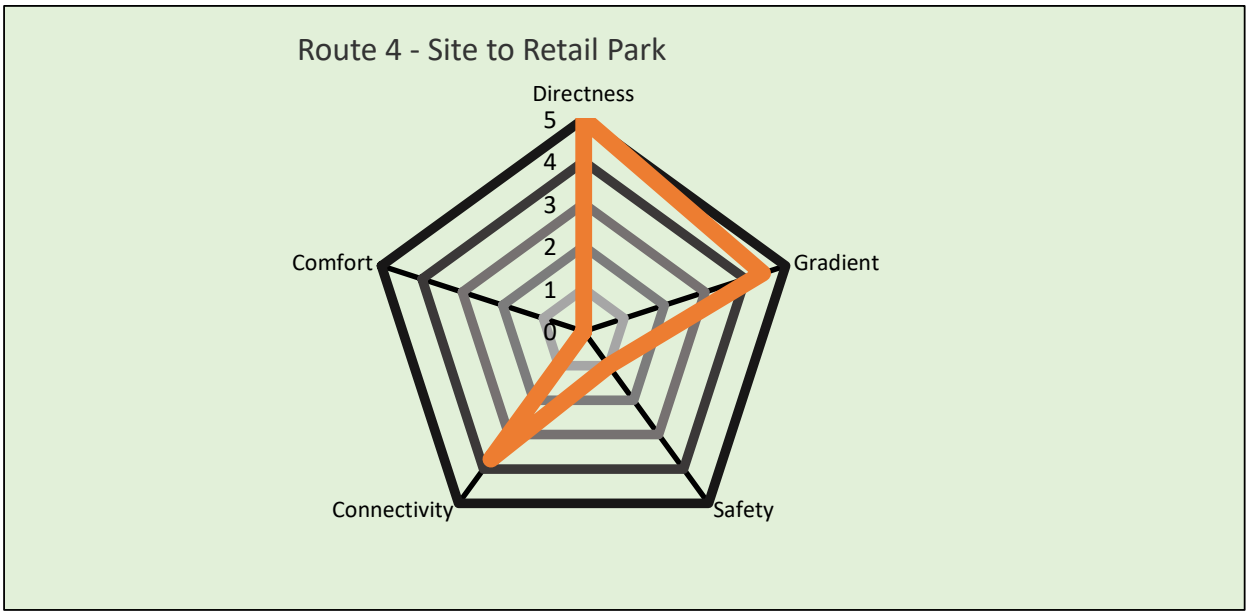
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 4 - Site to Retail Park
Overall Length	1.4km
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	0.00
Gradient	4.43	To Be Determined
Safety	1.00	0.00
Connectivity	3.71	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	1.90	
Cycle Route Length (km)	1.90	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	**Score**
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*70*	*4.9*	*4*				
2	Bus Stop	A363	0.5	150	2.00%	5				
3	A363	Business Park	0.6	80	4.3	4				
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	**Existing**	**Potential**
	4.26	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	**Maximum slope (m)**					
	15m	**30m**	**50m**	**80m**	**150m**	**exceeds 150m**
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*30*	*>5000*	*1*				
2	Bus Stop	A363	0.5	30	>5000	1				
3	A363	Business Park	0.6	40	>5000	0				
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	**Existing**	**Potential**
	0.68	-

Safety Scores Table			**Motor Traffic Speed**		
			20 mph	**30 mph**	**>30 mph**
Mixed Traffic Table Scores	**Motor Traffic Volume**	**<2500**	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a		5		
Unlit routes	n/a		Deduct 1 point		
Routes without passive surveillance	n/a		Deduct 1 point		

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit

Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*5*	*6.3*	*5*				
2	Bus Stop	A363	0.5	1	2.0	2				
3	A363	Business Park	0.6	3	5.0	5				
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	**Existing**	**Potential**
	4.21	-

Connectivity Scores Table	
Number of Accesses/ Connections per Km	**Score**
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Too

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**
1	*Site Access*	*Bus Stop*	*0.8*	*Smooth, Machine-laid bituminous or similar*	*No cycle lanes*	*0*				
2	Bus Stop	A363	0.5	*Smooth, Machine-laid bituminous or similar*	No cycle lanes	0				
3	A363	Business Park	0.6	*Smooth, Machine-laid bituminous or similar*	No cycle lanes	0				
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	**Existing**	**Potential**
	-	To Be Determined

Comfort Scores Table		**Available Width**				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	**Smooth, Machine-laid bituminous or similar**	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone paviours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:
Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing No. of Junctions	Potential No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	3	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	2	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	**5**	**0**

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

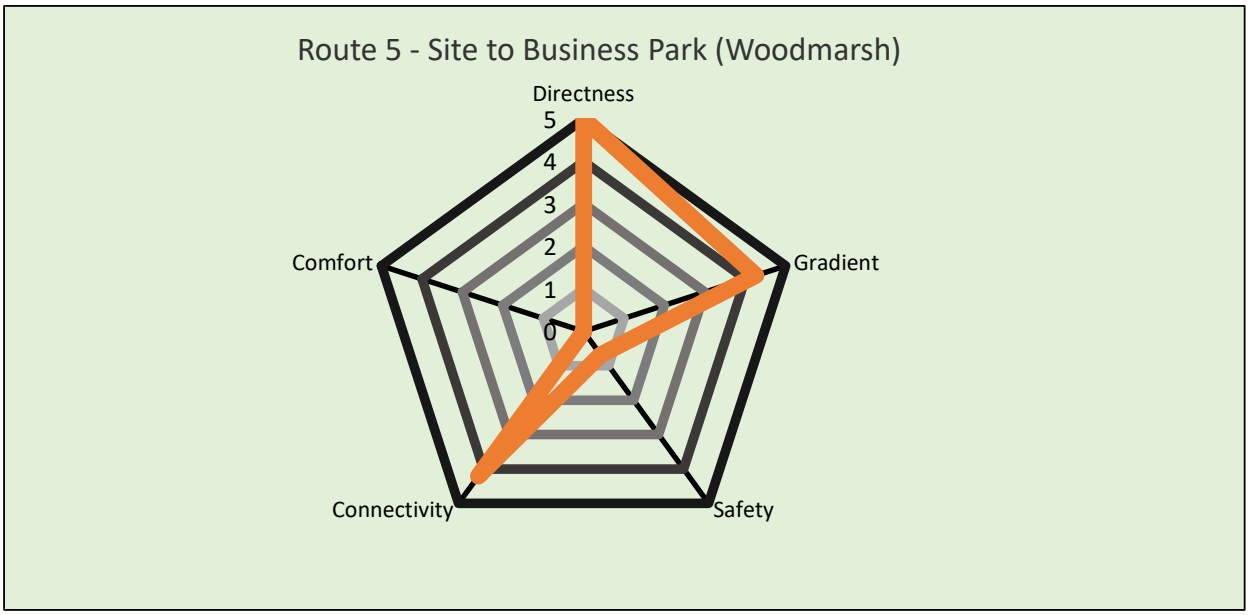
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 5 - Site to Business Park (Woodmarsh)
Overall Length	1.9km
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	0.00
Gradient	4.26	To Be Determined
Safety	0.68	0.00
Connectivity	4.21	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	1.10	
Cycle Route Length (km)	1.10	
Ratio	1.00	To Be Determined
Directness Score for Route	5	0

Directness Scores Table	
Length Factor	**Score**
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**	**Section Length (km)**	**Max Slope (m)**	**Max Grade (%)**	**Score**
1	*Site Access*	*Westbury Road*	*0.7*	*70*	*4.9*	*4*				
2	Westbury Road	A393	0.5	50	2.70%	5				
3	A393	Business Park	0.5	80	3.8	4				
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	**Existing**	**Potential**
	4.29	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	**Maximum slope (m)**					
	15m	**30m**	**50m**	**80m**	**150m**	**exceeds 150m**
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**	**Section Length (km)**	**Motor Traffic Speed (mph)**	**Motor Traffic Volume (AADT)**	**Score**
1	*Site Access*	*Westbury Road*	*0.7*	*30*	*>5000*	*1*				
2	Westbury Road	A393	0.5	30	>5000	1				
3	A393	Business Park	0.5	40	>5000	0				
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	**Existing**	**Potential**
	0.71	-

Safety Scores Table			**Motor Traffic Speed**		
			20 mph	**30 mph**	**>30 mph**
Mixed Traffic Table Scores	**Motor Traffic Volume**	**<2500**	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a		5		
Unlit routes	n/a		Deduct 1 point		
Routes without passive surveillance	n/a		Deduct 1 point		

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit

Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**	**Section Length (km)**	**Total Connections (No.)**	**Connections per km**	**Score**
1	*Site Access*	*Westbury Road*	*0.7*	*5*	*7.1*	*5*				
2	Westbury Road	A393	0.5	3	6.0	2				
3	A393	Business Park	0.5	1	2.0	4				
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	**Existing**	**Potential**
	3.82	-

Connectivity Scores Table	
Number of Accesses/ Connections per Km	**Score**
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Too

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

			Existing Route				Potential Route			
Section Number	**Section start point**	**Section end point**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**	**Section Length (km)**	**Surface Type**	**Available Width (m)**	**Score**
1	*Site Access*	*Westbury Road*	*0.7*	*Smooth, Machine-laid bituminous or similar*	*No cycle lanes*	*0*				
2	Westbury Road	A393	0.5	*Smooth, Machine-laid bituminous or similar*	No cycle lanes	0				
3	A393	Business Park	0.5	*Smooth, Machine-laid bituminous or similar*	No cycle lanes	0				
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	**Existing**	**Potential**
	-	To Be Determined

Comfort Scores Table		**Available Width**				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	**Smooth, Machine-laid bituminous or similar**	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone paviours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:

Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
Mixed traffic streets carrying more than 2500 vehicles per day score zero
Scores for Shared Use Paths (with pedestrians) are reduced:
By 1 where pedestrian flows exceed 100 per hour
By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CRITICAL JUNCTIONS

Critical Junctions	Existing No. of Junctions	Potential No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	2	
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	0	
Congested conditions restriction visibility to cyclists passing stationary traffic	0	
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	2	
Multi-lane roundabout where cycles mix with traffic	0	

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	**4**	**0**

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

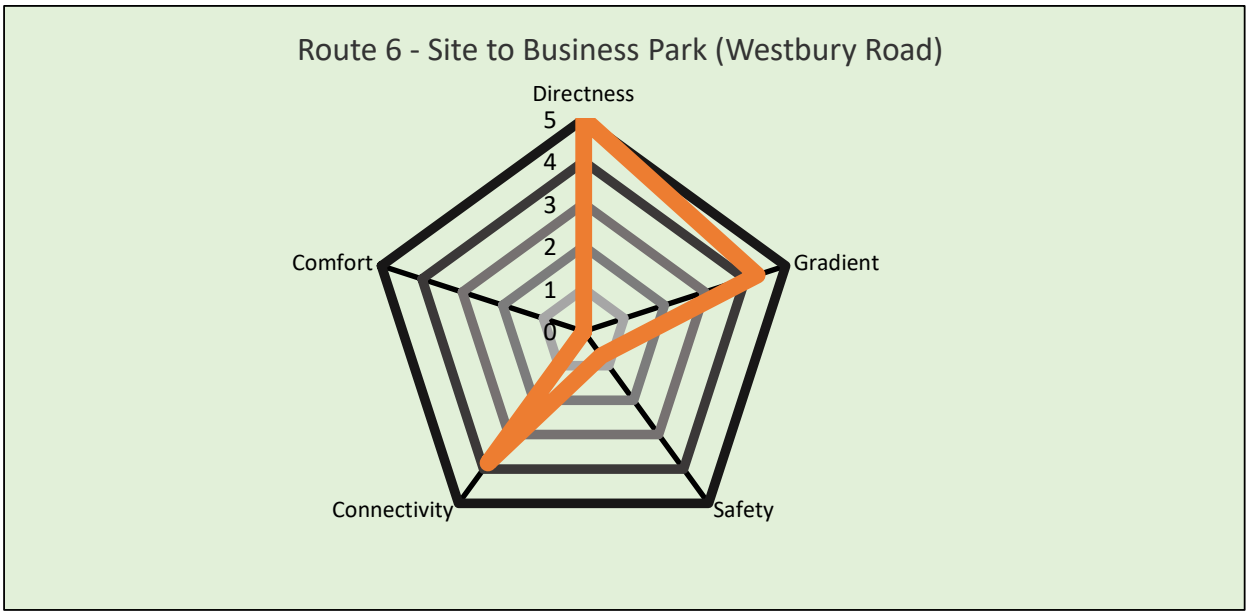
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Route 6 - Site to Business Park (Westbury Road)
Overall Length	1.8km
Name of Assessor(s)	BG
Date of Assessment	05 September 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	0.00
Gradient	4.29	To Be Determined
Safety	0.71	0.00
Connectivity	3.82	0.00
Comfort	0.00	To Be Determined



Number of Existing Critical Junctions/Crossings	4
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

APPENDIX C – TRAFFIC SURVEY RESULTS

North Bradley, Tuesday 27th June 2023



Junction: 1
Approach: A361 Frome Road North

	Left to Wynsome Street									Ahead to A361 Frome Road (South)									Right to Fairfield Meadows									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	9	1	0	0	0	10	10.0	0	0	59	11	1	3	0	74	78.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	12	0	0	0	0	12	12.0	0	0	72	23	5	1	2	103	108.8	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	11	1	0	0	0	12	12.0	0	1	92	31	4	2	0	130	134.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	16	2	0	0	0	18	18.0	0	0	80	17	4	1	0	102	105.3	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	28	2	2	0	0	32	33.0	1	0	87	14	7	1	0	110	114.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	30	1	0	0	0	31	31.0	0	0	74	16	4	1	0	95	98.3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	85	6	2	0	0	93	94.0	1	1	333	78	19	5	0	437	451.6	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**48**	**4**	**0**	**0**	**0**	**52**	**52.0**	**0**	**1**	**303**	**82**	**14**	**7**	**2**	**409**	**426.5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV2	2.3
BUS	2.0
OGV1	1.5

16:30 - 16:45	0	0	23	4	2	0	0	29	30.0	0	1	69	12	4	0	0	86	87.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	1	0	28	3	0	0	0	32	31.2	0	0	60	17	1	0	1	79	80.5	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	36	2	0	0	0	38	38.0	0	1	81	4	1	1	0	88	89.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	16	0	0	0	0	16	16.0	0	0	62	4	3	0	2	71	74.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	1	0	103	9	2	0	0	115	115.2	0	2	272	37	9	1	3	324	331.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**85**	**10**	**3**	**0**	**0**	**101**	**100.5**	**0**	**1**	**233**	**49**	**8**	**1**	**2**	**294**	**300.7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:30 - 17:45	0	0	15	1	0	0	0	16	16.0	0	0	59	8	4	0	2	73	77.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	1	1.5
17:45 - 18:00	0	0	25	0	0	0	0	25	25.0	0	0	61	2	0	2	0	65	67.6	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**2**	**2**	**280**	**22**	**5**	**0**	**0**	**311**	**310.7**	**0**	**4**	**768**	**104**	**25**	**5**	**9**	**915**	**940.6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1.5**
18:00 - 18:15	0	0	24	1	0	0	0	25	25.0	0	0	36	5	1	1	2	45	48.8	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	13	1	0	0	0	14	14.0	0	1	34	4	2	0	0	41	41.4	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	22	1	0	0	0	23	23.0	0	1	52	2	1	0	0	56	55.9	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	14	1	0	0	0	15	15.0	0	0	34	5	0	0	1	40	41.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**73**	**4**	**0**	**0**	**0**	**77**	**77.0**	**0**	**2**	**156**	**16**	**4**	**1**	**3**	**182**	**187.1**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**3**	**4**	**438**	**36**	**8**	**0**	**0**	**489**	**488.2**	**0**	**7**	**1157**	**169**	**37**	**7**	**14**	**1391**	**1428.4**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1.5**

North Bradley, Tuesday 27th June 2023



Junction: 1
Approach: Wynsome Street

	Left to A361 Frome Road (South)									Ahead to Fairfield Meadows									Right to A361 Frome Road (North)									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	25	10	4	6	0	45	54.8	0	0	0	0	0	0	0	0	0.0	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	45	10	7	1	0	63	67.8	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	48	12	5	4	0	70	77.1	0	0	0	0	0	0	0	0	0.0	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	51	15	3	5	0	74	82.0	0	0	0	0	0	0	0	0	0.0	0	0	10	3	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	40	11	3	7	0	61	71.6	0	0	0	0	0	0	0	0	0.0	0	0	16	3	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	55	11	5	8	0	79	91.9	0	0	0	0	0	0	0	0	0.0	0	0	24	1	0	0	0	25	25.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	1	194	49	16	24	0	284	322.6	0	0	0	0	0	0	0	0	0	0	0	62	8	0	0	0	70	70	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**169**	**47**	**19**	**16**	**0**	**252**	**281.7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**29**	**6**	**0**	**0**	**0**	**35**	**35.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
16:30 - 16:45	0	0	62	11	4	1	0	78	81.3	0	0	0	0	0	0	0	0	0.0	0	0	14	5	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	1	0	56	11	4	4	0	76	82.4	0	0	0	0	0	0	0	0	0.0	0	0	21	5	0	0	0	26	26.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	1	69	7	3	3	0	83	87.8	0	0	0	0	0	0	0	0	0.0	0	0	20	3	0	0	0	23	23.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	2	81	16	2	1	0	102	103.1	0	0	0	0	0	0	0	0	0.0	0	0	24	4	0	0	0	28	28.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	1	3	268	45	13	9	0	339	354.6	0	0	0	0	0	0	0	0	0	0	0	79	17	0	0	0	96	96	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**211**	**45**	**20**	**17**	**0**	**295**	**325.7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**1**	**80**	**16**	**0**	**0**	**0**	**97**	**96.4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:30 - 17:45	0	0	89	6	1	1	0	97	98.8	0	0	1	0	0	0	0	1	1.0	0	0	22	0	0	0	0	22	22.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	78	4	1	2	0	85	88.1	0	0	1	0	0	0	0	1	1.0	0	1	24	2	0	0	0	27	26.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	**2**	**7**	**796**	**123**	**40**	**33**	**0**	**1001**	**1058.1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**	**0**	**2**	**249**	**42**	**0**	**0**	**0**	**293**	**291.8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	68	4	0	2	0	74	76.6	0	0	1	0	0	0	0	1	1.0	0	0	13	1	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	62	3	2	1	1	69	72.3	0	0	0	0	0	0	0	0	0.0	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	39	3	0	1	0	43	44.3	0	0	1	0	0	0	0	1	1.0	0	0	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	42	3	1	5	0	51	58.0	0	0	0	0	0	0	0	0	0.0	0	0	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**211**	**13**	**3**	**9**	**1**	**237**	**251.2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**58**	**4**	**1**	**0**	**0**	**63**	**63.5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**3**	**8**	**1218**	**181**	**63**	**59**	**1**	**1533**	**1635.0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**	**0**	**3**	**387**	**62**	**1**	**0**	**0**	**453**	**451.7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV2	2.3
BUS	2.0
OGV1	1.5

North Bradley, Tuesday 27th June 2023



Junction: 1
Approach: A361 Frome Road South

	Left to Fairfield Meadows									Ahead to A361 Frome Road (North)									Right to Wynsome Street									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	12	5	5	2	1	25	31.1	0	0	31	11	1	9	1	53	66.2	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	24	10	5	0	1	40	43.5	0	0	44	18	2	11	0	75	90.3	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	53	7	3	0	1	64	66.5	0	0	65	15	3	7	1	91	102.6	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	2	0	55	10	2	1	0	70	70.7	0	0	78	18	5	2	0	103	108.1	0	0	1	0	0	0	0	1	1.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	2	0	62	10	3	0	1	78	78.9	0	0	72	22	5	4	0	103	110.7	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	73	10	1	2	0	86	89.1	0	0	70	19	2	9	0	100	112.7	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	0	0	0	0	0	0	0	4	0	243	37	9	3	2	298	305.2	0	0	285	74	15	22	1	397	434.1	0	0	1	0	0	0	0	1	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**2**	**0**	**144**	**32**	**15**	**3**	**3**	**199**	**211.8**	**0**	**0**	**218**	**62**	**11**	**29**	**2**	**322**	**367.2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	1	0	70	13	2	1	0	87	88.5	0	0	39	17	1	3	0	60	64.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	1	71	17	3	0	1	93	94.9	0	0	54	9	1	4	0	68	73.7	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	1	77	11	1	4	1	95	101.1	0	0	53	10	2	1	0	66	68.3	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	1	1	0	0	0	2	2.0	1	0	104	20	0	0	0	125	124.2	0	0	50	10	1	6	1	68	77.3	0	0	1	0	0	0	0	1	1.0
Peak Hour Total	0	0	3	1	0	0	0	4	4.0	2	2	322	61	6	5	2	400	408.7	0	0	196	46	5	14	1	262	283.7	0	0	1	0	0	0	0	1	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**1**	**2**	**280**	**63**	**9**	**3**	**1**	**359**	**366.4**	**0**	**0**	**179**	**39**	**7**	**13**	**0**	**238**	**258.4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	76	12	0	1	0	89	90.3	0	0	47	5	0	2	0	54	56.6	0	0	0	1	0	0	0	1	1.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	1	0	78	18	0	0	1	98	98.2	0	0	34	6	1	0	0	41	41.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**10.0**	**5**	**5**	**937**	**185**	**16**	**13**	**5**	**1166**	**1188.9**	**0**	**0**	**559**	**116**	**16**	**36**	**2**	**729**	**785.8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	1	52	4	2	0	0	59	59.4	0	0	39	6	2	0	0	47	48.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	1	61	6	0	0	0	68	67.4	0	0	45	3	0	3	0	51	54.9	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	43	5	0	0	0	48	48.0	0	0	36	7	1	5	0	49	56.0	0	0	3	0	0	0	0	3	3.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	43	1	0	1	1	46	48.3	0	0	35	3	3	0	0	41	42.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**2**	**199**	**16**	**2**	**1**	**1**	**221**	**223.1**	**0**	**0**	**155**	**19**	**6**	**8**	**0**	**188**	**201.4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**14.0**	**6**	**9**	**1416**	**264**	**27**	**17**	**7**	**1746**	**1778.4**	**0**	**0**	**893**	**174**	**29**	**57**	**2**	**1155**	**1245.6**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**8.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV2	2.3
BUS	2.0
OGV1	1.5

APPENDIX D – TRICS OUTPUT FILES

Calculation Reference: AUDIT-860401-230825-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	8 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	3 days
	MW	MEDWAY	1 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	DC	DORSET	2 days
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	12 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 300 (units:)
Range Selected by User: 6 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	10 days
Wednesday	18 days
Thursday	9 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	51

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	45
Village	1
Out of Town	3
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	16 days	- Selected
Servicing vehicles Excluded	37 days	- Selected

Secondary Filtering selection:

Use Class:

C3	51 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	14 days
10,001 to 15,000	18 days
15,001 to 20,000	7 days
20,001 to 25,000	8 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	19 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	36 days
1.6 to 2.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	36 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	51 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **CT-03-A-01** **MIXED HOUSES** **CENTRAL BEDFORDSHIRE**
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

2 **DC-03-A-09** **MIXED HOUSES** **DORSET**
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

3 **DC-03-A-10** **MIXED HOUSES** **DORSET**
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

4 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

5 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 **ES-03-A-05** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

7 **ES-03-A-07** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **ES-03-A-08** **MIXED HOUSES & FLATS** **EAST SUSSEX**
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

9 **EX-03-A-03** **MIXED HOUSES** **ESSEX**
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

10 **HC-03-A-21** **TERRACED & SEMI-DETACHED** **HAMPSHIRE**
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

11 **HC-03-A-22** **MIXED HOUSES** **HAMPSHIRE**
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

12 **HC-03-A-24** **MIXED HOUSES & FLATS** **HAMPSHIRE**
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

13 **HC-03-A-26** **MIXED HOUSES & FLATS** **HAMPSHIRE**
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

14 **HC-03-A-27** **MIXED HOUSES** **HAMPSHIRE**
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **HC-03-A-28** **MIXED HOUSES & FLATS** **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

16 **HC-03-A-29** **MIXED HOUSES & FLATS** **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

17 **HC-03-A-31** **MIXED HOUSES & FLATS** **HAMPSHIRE**
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

18 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

19 **HF-03-A-04** **TERRACED HOUSES** **HERTFORDSHIRE**
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

20 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

21 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

22 **KC-03-A-09** **MIXED HOUSES & FLATS** **KENT**
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 **MW-03-A-02** **MIXED HOUSES** **MEDWAY**
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

24 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

25 **NF-03-A-05** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

26 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

27 **NF-03-A-25** **MIXED HOUSES & FLATS** **NORFOLK**
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

28 **NF-03-A-30** **MIXED HOUSES** **NORFOLK**
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

29 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

31 **NF-03-A-35** **MIXED HOUSES & FLATS** **NORFOLK**
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

32 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

33 **NF-03-A-37** **MIXED HOUSES** **NORFOLK**
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

34 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

35 **NF-03-A-46** **MIXED HOUSES & FLATS** **NORFOLK**
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

36 **NT-03-A-08** **DETACHED HOUSES** **NOTTINGHAMSHIRE**
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 **NY-03-A-14** **DETACHED & BUNGALOWS** **NORTH YORKSHIRE**
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

38 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

39 **SC-03-A-07** **MIXED HOUSES** **SURREY**
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

40 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

41 **SF-03-A-10** **TERRACED & SEMI-DETACHED** **SUFFOLK**
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

42 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

43 **SP-03-A-02** **MIXED HOUSES & FLATS** **SOUTHAMPTON**
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

45 **WB-03-A-03** **MIXED HOUSES** **WEST BERKSHIRE**
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

46 **WK-03-A-04** **DETACHED HOUSES** **WARWICKSHIRE**
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

47 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

48 **WS-03-A-12** **MIXED HOUSES** **WEST SUSSEX**
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

49 **WS-03-A-13** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

50 **WS-03-A-14** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

51 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *01/03/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.084	51	117	0.291	51	117	0.375
08:00 - 09:00	51	117	0.153	**51**	**117**	**0.373**	**51**	**117**	**0.526**
09:00 - 10:00	51	117	0.140	51	117	0.178	51	117	0.318
10:00 - 11:00	51	117	0.128	51	117	0.152	51	117	0.280
11:00 - 12:00	51	117	0.142	51	117	0.155	51	117	0.297
12:00 - 13:00	51	117	0.156	51	117	0.157	51	117	0.313
13:00 - 14:00	51	117	0.168	51	117	0.153	51	117	0.321
14:00 - 15:00	51	117	0.168	51	117	0.189	51	117	0.357
15:00 - 16:00	51	117	0.265	51	117	0.167	51	117	0.432
16:00 - 17:00	51	117	0.274	51	117	0.166	51	117	0.440
17:00 - 18:00	**51**	**117**	**0.340**	51	117	0.158	51	117	0.498
18:00 - 19:00	51	117	0.275	51	117	0.152	51	117	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.293			2.291			4.584

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	8 - 300 (units:)
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.003	51	117	0.003	51	117	0.006
08:00 - 09:00	**51**	**117**	**0.005**	**51**	**117**	**0.005**	**51**	**117**	**0.010**
09:00 - 10:00	51	117	0.003	51	117	0.003	51	117	0.006
10:00 - 11:00	51	117	0.003	51	117	0.002	51	117	0.005
11:00 - 12:00	51	117	0.002	51	117	0.002	51	117	0.004
12:00 - 13:00	51	117	0.002	51	117	0.002	51	117	0.004
13:00 - 14:00	51	117	0.002	51	117	0.002	51	117	0.004
14:00 - 15:00	51	117	0.003	51	117	0.003	51	117	0.006
15:00 - 16:00	51	117	0.005	51	117	0.005	51	117	0.010
16:00 - 17:00	51	117	0.004	51	117	0.004	51	117	0.008
17:00 - 18:00	51	117	0.003	51	117	0.003	51	117	0.006
18:00 - 19:00	51	117	0.002	51	117	0.002	51	117	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.002	51	117	0.002	51	117	0.004
08:00 - 09:00	51	117	0.003	51	117	0.003	51	117	0.006
09:00 - 10:00	**51**	**117**	**0.004**	51	117	0.003	**51**	**117**	**0.007**
10:00 - 11:00	51	117	0.003	51	117	0.002	51	117	0.005
11:00 - 12:00	51	117	0.002	**51**	**117**	**0.003**	51	117	0.005
12:00 - 13:00	51	117	0.002	51	117	0.002	51	117	0.004
13:00 - 14:00	51	117	0.002	51	117	0.002	51	117	0.004
14:00 - 15:00	51	117	0.002	51	117	0.002	51	117	0.004
15:00 - 16:00	51	117	0.002	51	117	0.002	51	117	0.004
16:00 - 17:00	51	117	0.001	51	117	0.001	51	117	0.002
17:00 - 18:00	51	117	0.002	51	117	0.001	51	117	0.003
18:00 - 19:00	51	117	0.001	51	117	0.001	51	117	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.024			0.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**51**	**117**	**0.001**	51	117	0.001	**51**	**117**	**0.002**
08:00 - 09:00	51	117	0.001	51	117	0.001	51	117	0.002
09:00 - 10:00	51	117	0.001	51	117	0.001	51	117	0.002
10:00 - 11:00	51	117	0.001	51	117	0.001	51	117	0.002
11:00 - 12:00	51	117	0.000	51	117	0.000	51	117	0.000
12:00 - 13:00	51	117	0.000	51	117	0.000	51	117	0.000
13:00 - 14:00	51	117	0.001	51	117	0.001	51	117	0.002
14:00 - 15:00	51	117	0.000	51	117	0.000	51	117	0.000
15:00 - 16:00	51	117	0.001	**51**	**117**	**0.001**	51	117	0.002
16:00 - 17:00	51	117	0.001	51	117	0.001	51	117	0.002
17:00 - 18:00	51	117	0.001	51	117	0.001	51	117	0.002
18:00 - 19:00	51	117	0.000	51	117	0.000	51	117	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.004	51	117	0.009	51	117	0.013
08:00 - 09:00	51	117	0.005	**51**	**117**	**0.015**	**51**	**117**	**0.020**
09:00 - 10:00	51	117	0.002	51	117	0.003	51	117	0.005
10:00 - 11:00	51	117	0.004	51	117	0.005	51	117	0.009
11:00 - 12:00	51	117	0.002	51	117	0.004	51	117	0.006
12:00 - 13:00	51	117	0.004	51	117	0.004	51	117	0.008
13:00 - 14:00	51	117	0.003	51	117	0.003	51	117	0.006
14:00 - 15:00	51	117	0.004	51	117	0.003	51	117	0.007
15:00 - 16:00	51	117	0.009	51	117	0.006	51	117	0.015
16:00 - 17:00	**51**	**117**	**0.011**	51	117	0.006	51	117	0.017
17:00 - 18:00	51	117	0.010	51	117	0.007	51	117	0.017
18:00 - 19:00	51	117	0.007	51	117	0.004	51	117	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.069			0.134

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.099	51	117	0.418	51	117	0.517
08:00 - 09:00	51	117	0.187	**51**	**117**	**0.636**	**51**	**117**	**0.823**
09:00 - 10:00	51	117	0.172	51	117	0.256	51	117	0.428
10:00 - 11:00	51	117	0.163	51	117	0.213	51	117	0.376
11:00 - 12:00	51	117	0.186	51	117	0.214	51	117	0.400
12:00 - 13:00	51	117	0.212	51	117	0.212	51	117	0.424
13:00 - 14:00	51	117	0.227	51	117	0.211	51	117	0.438
14:00 - 15:00	51	117	0.230	51	117	0.255	51	117	0.485
15:00 - 16:00	51	117	0.453	51	117	0.237	51	117	0.690
16:00 - 17:00	51	117	0.444	51	117	0.237	51	117	0.681
17:00 - 18:00	**51**	**117**	**0.508**	51	117	0.224	51	117	0.732
18:00 - 19:00	51	117	0.407	51	117	0.223	51	117	0.630
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.288			3.336			6.624

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.017	51	117	0.036	51	117	0.053
08:00 - 09:00	51	117	0.039	**51**	**117**	**0.098**	**51**	**117**	**0.137**
09:00 - 10:00	51	117	0.036	51	117	0.033	51	117	0.069
10:00 - 11:00	51	117	0.022	51	117	0.028	51	117	0.050
11:00 - 12:00	51	117	0.027	51	117	0.028	51	117	0.055
12:00 - 13:00	51	117	0.026	51	117	0.027	51	117	0.053
13:00 - 14:00	51	117	0.026	51	117	0.022	51	117	0.048
14:00 - 15:00	51	117	0.028	51	117	0.033	51	117	0.061
15:00 - 16:00	**51**	**117**	**0.084**	51	117	0.046	51	117	0.130
16:00 - 17:00	51	117	0.057	51	117	0.035	51	117	0.092
17:00 - 18:00	51	117	0.047	51	117	0.034	51	117	0.081
18:00 - 19:00	51	117	0.042	51	117	0.041	51	117	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.451			0.461			0.912

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.000	51	117	0.017	51	117	0.017
08:00 - 09:00	51	117	0.001	**51**	**117**	**0.024**	**51**	**117**	**0.025**
09:00 - 10:00	51	117	0.002	51	117	0.006	51	117	0.008
10:00 - 11:00	51	117	0.003	51	117	0.005	51	117	0.008
11:00 - 12:00	51	117	0.003	51	117	0.005	51	117	0.008
12:00 - 13:00	51	117	0.004	51	117	0.003	51	117	0.007
13:00 - 14:00	51	117	0.003	51	117	0.005	51	117	0.008
14:00 - 15:00	51	117	0.005	51	117	0.003	51	117	0.008
15:00 - 16:00	**51**	**117**	**0.020**	51	117	0.005	51	117	0.025
16:00 - 17:00	51	117	0.014	51	117	0.003	51	117	0.017
17:00 - 18:00	51	117	0.013	51	117	0.001	51	117	0.014
18:00 - 19:00	51	117	0.010	51	117	0.003	51	117	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.080			0.158

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.001	51	117	0.008	**51**	**117**	**0.009**
08:00 - 09:00	51	117	0.000	**51**	**117**	**0.009**	51	117	0.009
09:00 - 10:00	51	117	0.000	51	117	0.002	51	117	0.002
10:00 - 11:00	51	117	0.000	51	117	0.002	51	117	0.002
11:00 - 12:00	51	117	0.000	51	117	0.001	51	117	0.001
12:00 - 13:00	51	117	0.001	51	117	0.002	51	117	0.003
13:00 - 14:00	51	117	0.001	51	117	0.001	51	117	0.002
14:00 - 15:00	51	117	0.001	51	117	0.000	51	117	0.001
15:00 - 16:00	51	117	0.003	51	117	0.001	51	117	0.004
16:00 - 17:00	51	117	0.004	51	117	0.000	51	117	0.004
17:00 - 18:00	51	117	0.007	51	117	0.000	51	117	0.007
18:00 - 19:00	**51**	**117**	**0.008**	51	117	0.000	51	117	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.000	51	117	0.001	**51**	**117**	**0.001**
08:00 - 09:00	51	117	0.000	**51**	**117**	**0.001**	51	117	0.001
09:00 - 10:00	51	117	0.000	51	117	0.000	51	117	0.000
10:00 - 11:00	51	117	0.000	51	117	0.000	51	117	0.000
11:00 - 12:00	51	117	0.000	51	117	0.000	51	117	0.000
12:00 - 13:00	51	117	0.000	51	117	0.000	51	117	0.000
13:00 - 14:00	51	117	0.000	51	117	0.000	51	117	0.000
14:00 - 15:00	51	117	0.000	51	117	0.000	51	117	0.000
15:00 - 16:00	**51**	**117**	**0.001**	51	117	0.000	51	117	0.001
16:00 - 17:00	51	117	0.001	51	117	0.000	51	117	0.001
17:00 - 18:00	51	117	0.000	51	117	0.000	51	117	0.000
18:00 - 19:00	51	117	0.000	51	117	0.000	51	117	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.001	51	117	0.026	51	117	0.027
08:00 - 09:00	51	117	0.001	**51**	**117**	**0.034**	**51**	**117**	**0.035**
09:00 - 10:00	51	117	0.002	51	117	0.008	51	117	0.010
10:00 - 11:00	51	117	0.003	51	117	0.006	51	117	0.009
11:00 - 12:00	51	117	0.004	51	117	0.005	51	117	0.009
12:00 - 13:00	51	117	0.004	51	117	0.005	51	117	0.009
13:00 - 14:00	51	117	0.005	51	117	0.005	51	117	0.010
14:00 - 15:00	51	117	0.006	51	117	0.003	51	117	0.009
15:00 - 16:00	**51**	**117**	**0.024**	51	117	0.006	51	117	0.030
16:00 - 17:00	51	117	0.018	51	117	0.003	51	117	0.021
17:00 - 18:00	51	117	0.020	51	117	0.002	51	117	0.022
18:00 - 19:00	51	117	0.017	51	117	0.003	51	117	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.106			0.211

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.121	51	117	0.489	51	117	0.610
08:00 - 09:00	51	117	0.232	**51**	**117**	**0.784**	**51**	**117**	**1.016**
09:00 - 10:00	51	117	0.213	51	117	0.300	51	117	0.513
10:00 - 11:00	51	117	0.192	51	117	0.252	51	117	0.444
11:00 - 12:00	51	117	0.219	51	117	0.251	51	117	0.470
12:00 - 13:00	51	117	0.247	51	117	0.247	51	117	0.494
13:00 - 14:00	51	117	0.261	51	117	0.241	51	117	0.502
14:00 - 15:00	51	117	0.270	51	117	0.295	51	117	0.565
15:00 - 16:00	51	117	0.570	51	117	0.296	51	117	0.866
16:00 - 17:00	51	117	0.529	51	117	0.280	51	117	0.809
17:00 - 18:00	**51**	**117**	**0.585**	51	117	0.267	51	117	0.852
18:00 - 19:00	51	117	0.473	51	117	0.271	51	117	0.744
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.912			3.973			7.885

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.065	51	117	0.253	51	117	0.318
08:00 - 09:00	51	117	0.128	**51**	**117**	**0.335**	**51**	**117**	**0.463**
09:00 - 10:00	51	117	0.112	51	117	0.151	51	117	0.263
10:00 - 11:00	51	117	0.101	51	117	0.127	51	117	0.228
11:00 - 12:00	51	117	0.116	51	117	0.125	51	117	0.241
12:00 - 13:00	51	117	0.130	51	117	0.132	51	117	0.262
13:00 - 14:00	51	117	0.138	51	117	0.123	51	117	0.261
14:00 - 15:00	51	117	0.145	51	117	0.165	51	117	0.310
15:00 - 16:00	51	117	0.237	51	117	0.139	51	117	0.376
16:00 - 17:00	51	117	0.244	51	117	0.142	51	117	0.386
17:00 - 18:00	**51**	**117**	**0.298**	51	117	0.139	51	117	0.437
18:00 - 19:00	51	117	0.252	51	117	0.138	51	117	0.390
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.966			1.969			3.935

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.013	**51**	**117**	**0.030**	51	117	0.043
08:00 - 09:00	51	117	0.015	51	117	0.026	51	117	0.041
09:00 - 10:00	51	117	0.020	51	117	0.020	51	117	0.040
10:00 - 11:00	51	117	0.021	51	117	0.019	51	117	0.040
11:00 - 12:00	51	117	0.020	51	117	0.022	51	117	0.042
12:00 - 13:00	51	117	0.021	51	117	0.020	51	117	0.041
13:00 - 14:00	51	117	0.024	51	117	0.026	**51**	**117**	**0.050**
14:00 - 15:00	51	117	0.018	51	117	0.018	51	117	0.036
15:00 - 16:00	51	117	0.019	51	117	0.019	51	117	0.038
16:00 - 17:00	51	117	0.022	51	117	0.017	51	117	0.039
17:00 - 18:00	**51**	**117**	**0.034**	51	117	0.013	51	117	0.047
18:00 - 19:00	51	117	0.019	51	117	0.010	51	117	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.246			0.240			0.486

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

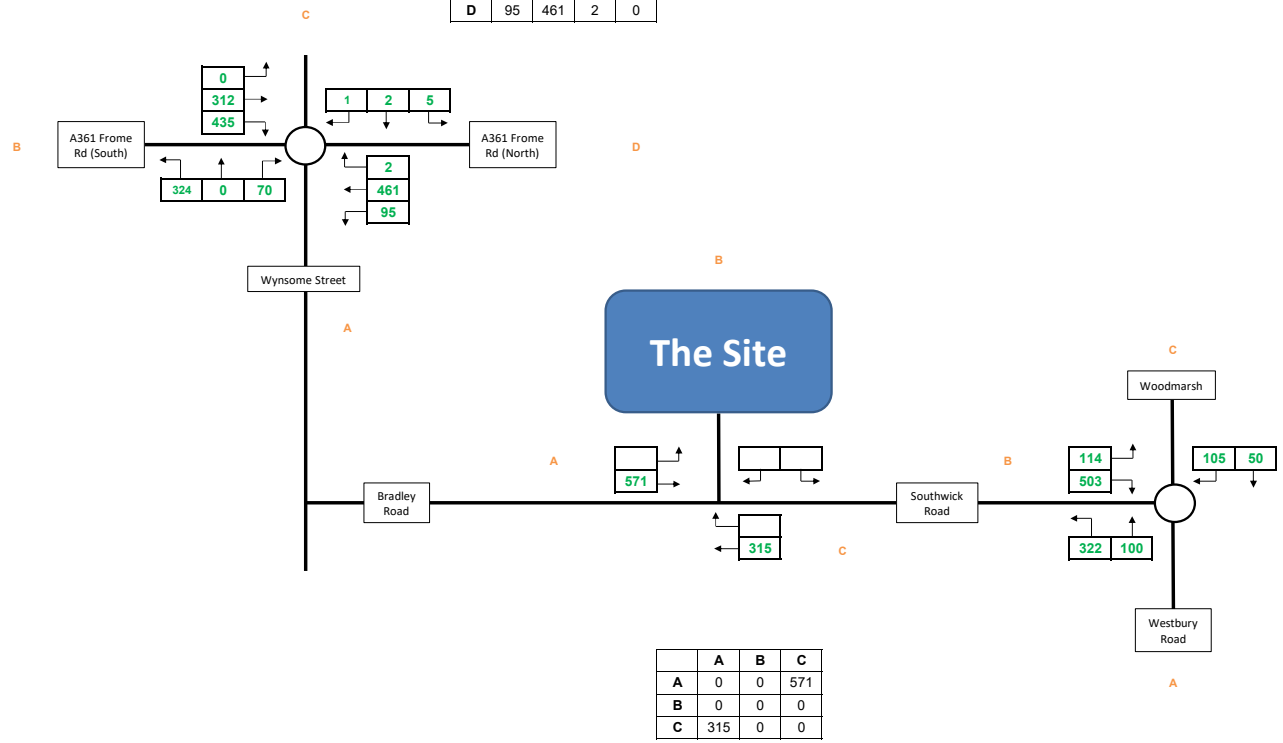
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	51	117	0.000	51	117	0.002	51	117	0.002
08:00 - 09:00	51	117	0.001	**51**	**117**	**0.003**	51	117	0.004
09:00 - 10:00	51	117	0.001	51	117	0.001	51	117	0.002
10:00 - 11:00	51	117	0.001	51	117	0.001	51	117	0.002
11:00 - 12:00	51	117	0.001	51	117	0.001	51	117	0.002
12:00 - 13:00	51	117	0.002	51	117	0.002	51	117	0.004
13:00 - 14:00	51	117	0.001	51	117	0.001	51	117	0.002
14:00 - 15:00	51	117	0.001	51	117	0.001	51	117	0.002
15:00 - 16:00	51	117	0.002	51	117	0.002	51	117	0.004
16:00 - 17:00	51	117	0.003	51	117	0.002	51	117	0.005
17:00 - 18:00	**51**	**117**	**0.004**	51	117	0.002	**51**	**117**	**0.006**
18:00 - 19:00	51	117	0.001	51	117	0.001	51	117	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX E – FLOW DIAGRAMS

	A	B	C	D
A	0	324	0	70
B	435	0	0	312
C	2	1	0	5
D	95	461	2	0



	A	B	C
A	0	322	100
B	503	0	114
C	50	105	0

	A	B	C
A	0	0	571
B	0	0	0
C	315	0	0

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Notes:

Job Title: **North Bradley**

Scale: **NTS**

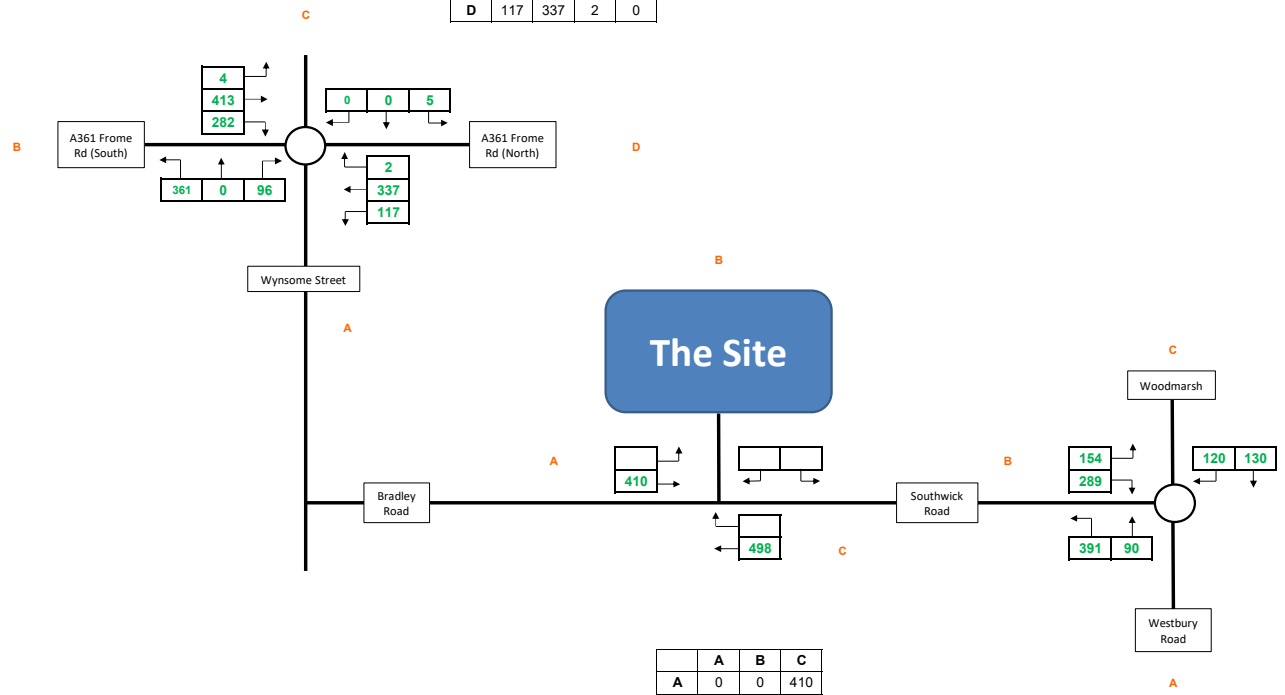
Drawing Title: **2023 Existing Flows - AM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	361	0	96
B	282	0	4	413
C	0	0	0	5
D	117	337	2	0



	A	B	C
A	0	391	90
B	289	0	154
C	130	120	0

	A	B	C
A	0	0	410
B	0	0	0
C	498	0	0

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Notes:

Job Title: **North Bradley**

Scale: **NTS**

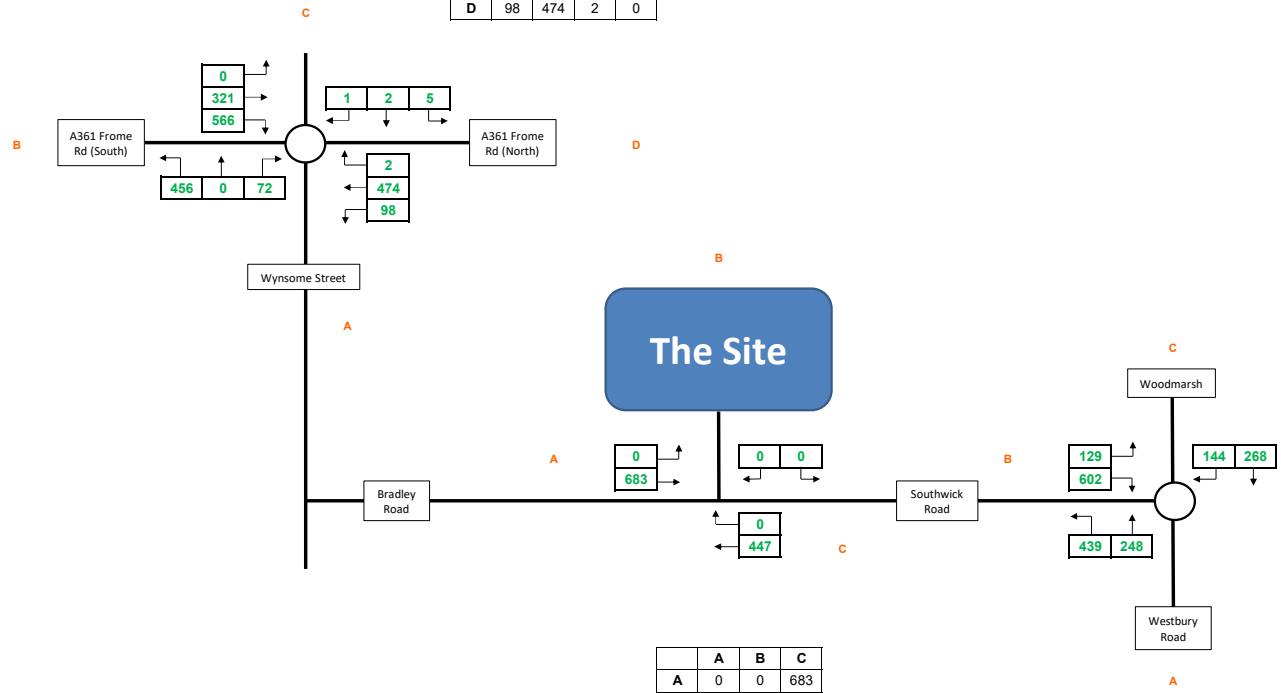
Drawing Title: **2023 Existing Flows - PM Peak Hour**

Job No: **17007-01**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	456	0	72
B	566	0	0	321
C	2	1	0	5
D	98	474	2	0



	A	B	C
A	0	0	683
B	0	0	0
C	447	0	0

	A	B	C
A	0	439	248
B	602	0	129
C	268	144	0

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Job Title: **North Bradley**

Scale: **NTS**

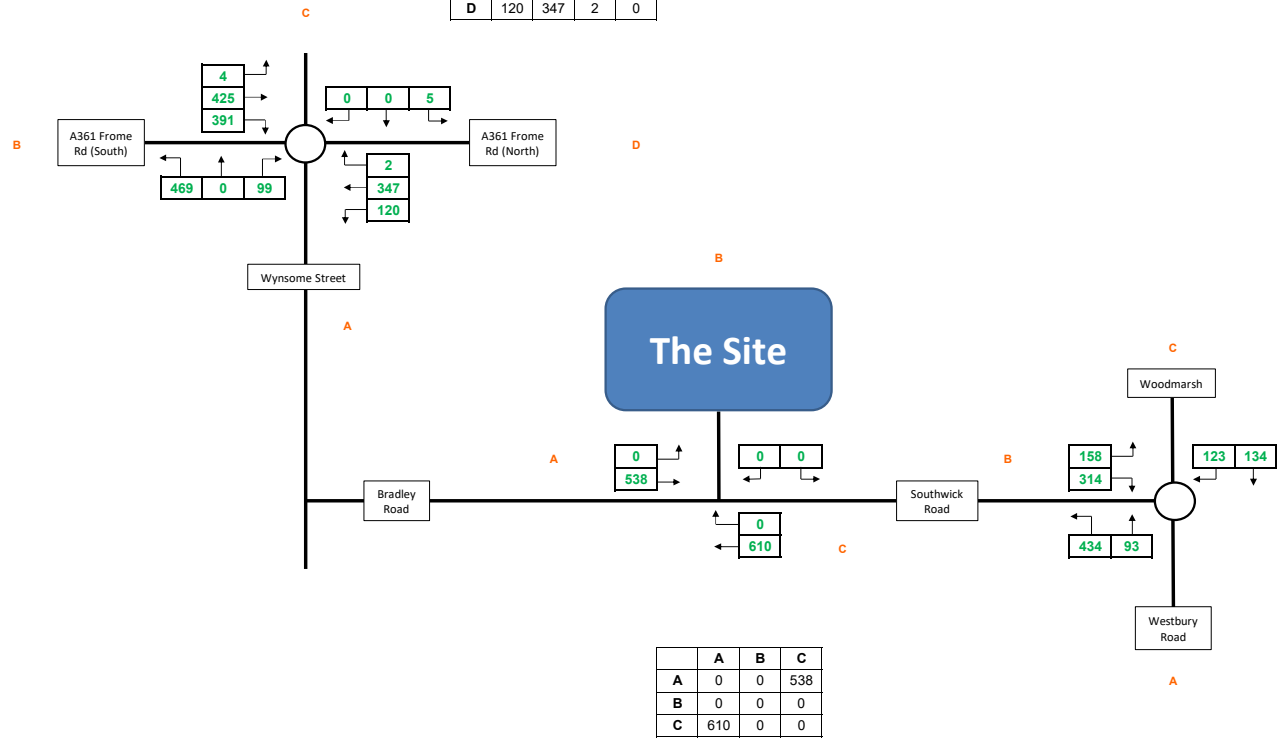
Drawing Title: **2028 + Committed Dev Flows - AM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	469	0	99
B	391	0	4	425
C	0	0	0	5
D	120	347	2	0



	A	B	C
A	0	0	538
B	0	0	0
C	610	0	0

	A	B	C
A	0	434	93
B	314	0	158
C	134	123	0

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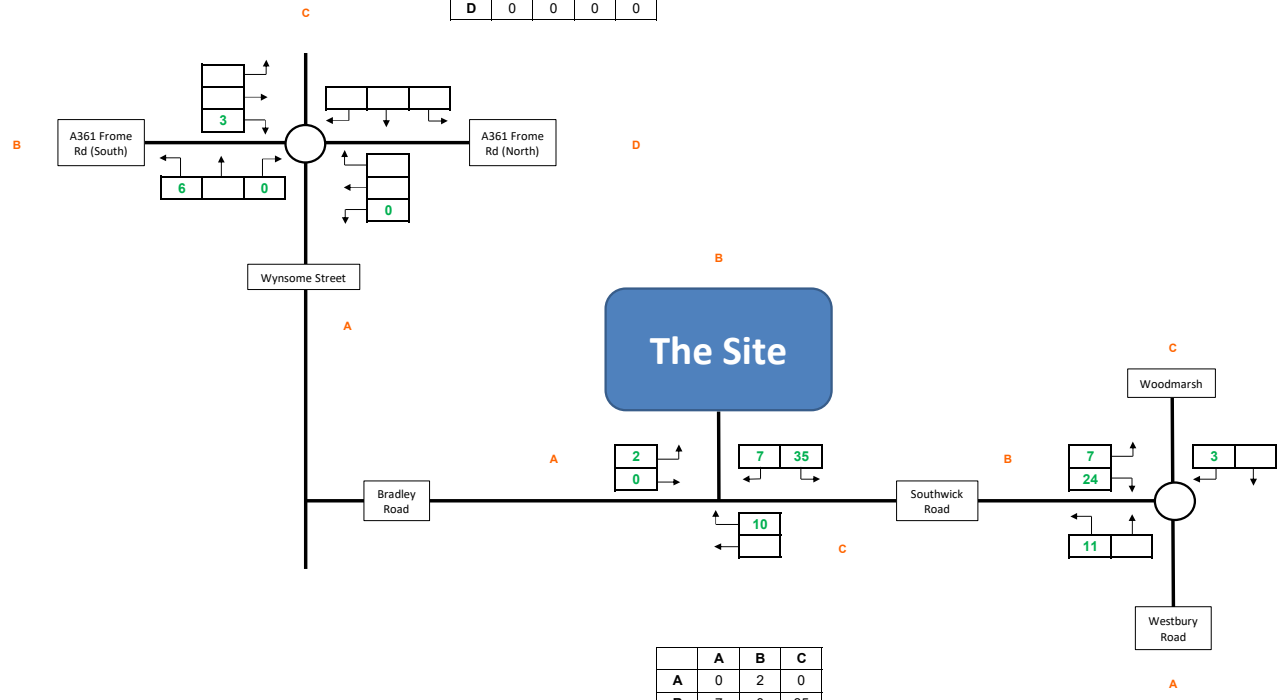
Drawing Title: **2028 + Committed Dev Flows - PM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	6	0	0
B	3	0	0	0
C	0	0	0	0
D	0	0	0	0



	A	B	C
A	0	2	0
B	7	0	35
C	0	10	0

	A	B	C
A	0	11	0
B	24	0	7
C	0	3	0

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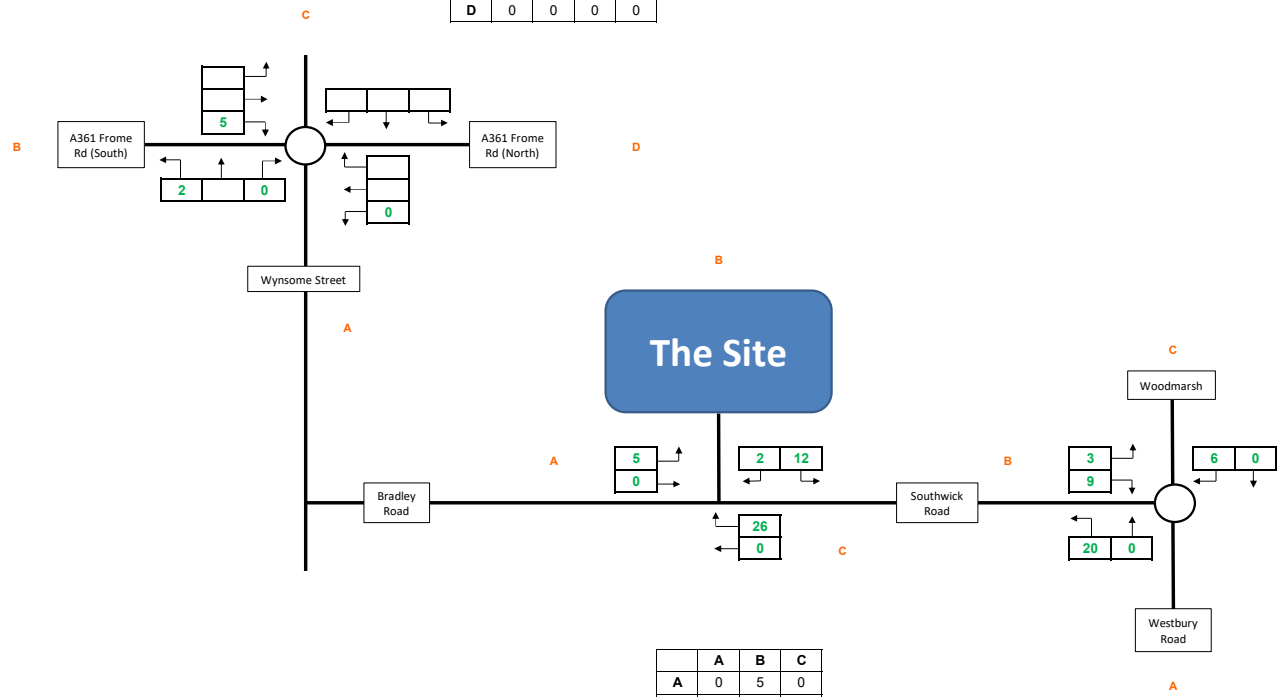
Drawing Title: **Dev Flows - AM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	2	0	0
B	5	0	0	0
C	0	0	0	0
D	0	0	0	0



	A	B	C
A	0	5	0
B	2	0	12
C	0	26	0

	A	B	C
A	0	20	0
B	9	0	3
C	0	6	0

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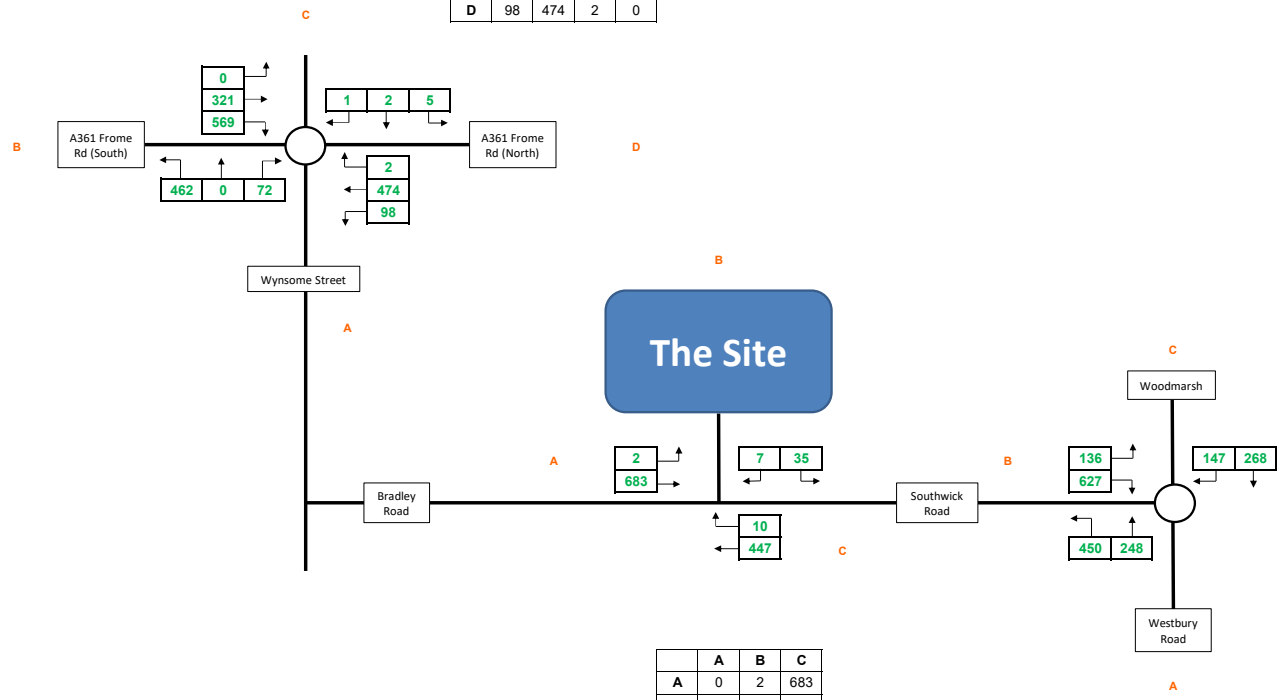
Drawing Title: **Dev Flows - PM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	462	0	72
B	569	0	0	321
C	2	1	0	5
D	98	474	2	0



	A	B	C
A	0	2	683
B	7	0	35
C	447	10	0

	A	B	C
A	0	450	248
B	627	0	136
C	268	147	0

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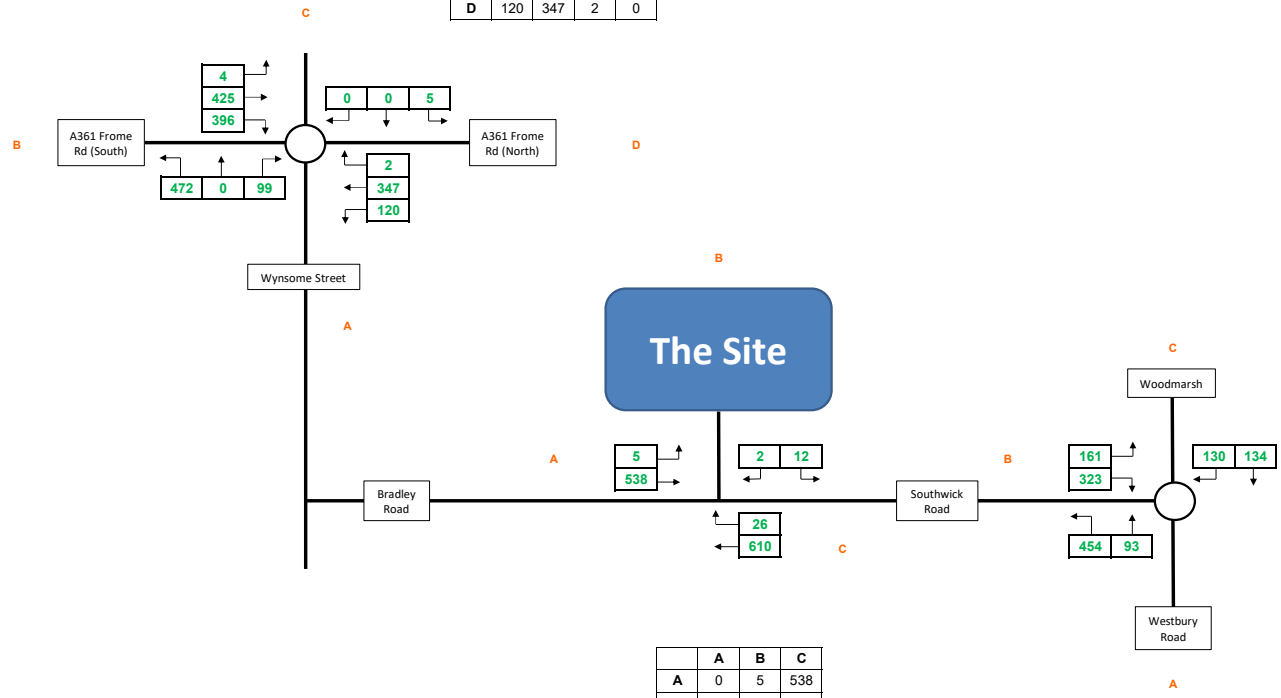
Drawing Title: **2028 + Committed Dev + Dev Flows - AM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

	A	B	C	D
A	0	472	0	99
B	396	0	4	425
C	0	0	0	5
D	120	347	2	0



	A	B	C
A	0	5	538
B	2	0	12
C	610	26	0

	A	B	C
A	0	454	93
B	323	0	161
C	134	130	0

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Job Title: **North Bradley**

Scale: **NTS**

Drawing Title: **2028 + Committed Dev + Dev Flows - PM Peak Hour**

Job No: **23203**

Figure No: **Appendix E - Flow Diagrams**

Date: **Nov 2023**

APPENDIX F– JUNCTIONS 9 MODELLING OUTPUTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: SiteAccess_Tjunction (Ghost Turn) - September 2023.j9
Path: M:\Projects\2023\23203 - North Bradley\07. Technical\07.02 Modelling\PICADY
Report generation date: 11/10/2023 10:08:17

»Site Access Proposed Dev, AM
»Site Access Proposed Dev , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Site Access Proposed Dev									
Stream B-C	D7	0.1	9.02	0.08	A	D8	0.0	7.83	0.03	A
Stream B-A		0.0	13.16	0.02	B		0.0	12.70	0.01	B
Stream C-B		0.0	7.59	0.02	A		0.1	7.23	0.05	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	KONSTANTINA-SOL\Konstantina Solomou
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Site Access Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	Site Access Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Site Access Proposed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Southwick Road West		Major
B	Site Access		Minor
C	Southwick Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80		✓	2.50	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.41	3.04	3.04	3.04	✓	1.00	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	593	0.104	0.263	0.166	0.376
B-C	669	0.099	0.250	-	-
C-B	742	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Site Access Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	685	100.000
B		ONE HOUR	✓	42	100.000
C		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	683
	B	7	0	35
	C	447	10	0

Proportions

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.17	0.00	0.83
	C	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Average PCU Per Veh

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	516	516
	B	32	32
	C	344	344
08:15-08:30	A	616	616
	B	38	38
	C	411	411
08:30-08:45	A	754	754
	B	46	46
	C	503	503
08:45-09:00	A	754	754
	B	46	46
	C	503	503
	A	616	616

09:00-09:15	B	38	38
	C	411	411
09:15-09:30	A	516	516
	B	32	32
	C	344	344

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	9.02	0.1	A	32	48
B-A	0.02	13.16	0.0	B	6	10
C-A					410	615
C-B	0.02	7.59	0.0	A	9	14
A-B					2	3
A-C					627	940

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	538	0.049	26	0.0	0.1	7.729	A
B-A	5	1	399	0.013	5	0.0	0.0	10.066	B
C-A	337	84			337				
C-B	8	2	599	0.013	7	0.0	0.0	6.693	A
A-B	2	0.38			2				
A-C	514	129			514				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	513	0.061	31	0.1	0.1	8.225	A
B-A	6	2	361	0.017	6	0.0	0.0	11.169	B
C-A	402	100			402				
C-B	9	2	571	0.016	9	0.0	0.0	7.041	A
A-B	2	0.45			2				
A-C	614	154			614				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	477	0.081	38	0.1	0.1	9.018	A
B-A	8	2	309	0.025	8	0.0	0.0	13.158	B
C-A	492	123			492				
C-B	11	3	533	0.021	11	0.0	0.0	7.587	A
A-B	2	0.55			2				
A-C	752	188			752				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	477	0.081	39	0.1	0.1	9.022	A
B-A	8	2	309	0.025	8	0.0	0.0	13.161	B
C-A	492	123			492				
C-B	11	3	533	0.021	11	0.0	0.0	7.587	A
A-B	2	0.55			2				
A-C	752	188			752				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	513	0.061	32	0.1	0.1	8.231	A
B-A	6	2	361	0.017	6	0.0	0.0	11.172	B
C-A	402	100			402				
C-B	9	2	571	0.016	9	0.0	0.0	7.044	A
A-B	2	0.45			2				
A-C	614	154			614				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	538	0.049	26	0.1	0.1	7.739	A
B-A	5	1	399	0.013	5	0.0	0.0	10.072	B
C-A	337	84			337				
C-B	8	2	599	0.013	8	0.0	0.0	6.693	A
A-B	2	0.38			2				
A-C	514	129			514				

Site Access Proposed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Site Access Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	543	100.000
B		ONE HOUR	✓	14	100.000
C		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	538
	B	2	0	12
	C	610	26	0

Proportions

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.14	0.00	0.86
	C	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C

Average PCU Per Veh

	To		
	A	B	C

From	A	10	10	10
	B	10	10	10
	C	10	10	10

From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A	409	409
	B	11	11
	C	479	479
17:15-17:30	A	488	488
	B	13	13
	C	572	572
17:30-17:45	A	598	598
	B	15	15
	C	700	700
17:45-18:00	A	598	598
	B	15	15
	C	700	700
18:00-18:15	A	488	488
	B	13	13
	C	572	572
18:15-18:30	A	409	409
	B	11	11
	C	479	479

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.83	0.0	A	11	17
B-A	0.01	12.70	0.0	B	2	3
C-A					560	840
C-B	0.05	7.23	0.1	A	24	36
A-B					5	7
A-C					494	741

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	567	0.016	9	0.0	0.0	7.101	A
B-A	2	0.38	402	0.004	1	0.0	0.0	9.880	A
C-A	459	115			459				
C-B	20	5	629	0.031	19	0.0	0.0	6.497	A
A-B	4	0.94			4				
A-C	405	101			405				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	7.388	A
B-A	2	0.45	365	0.005	2	0.0	0.0	10.895	B
C-A	548	137			548				
C-B	23	6	607	0.039	23	0.0	0.0	6.787	A
A-B	4	1			4				
A-C	484	121			484				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	519	0.025	13	0.0	0.0	7.826	A
B-A	2	0.55	314	0.007	2	0.0	0.0	12.697	B
C-A	672	168			672				
C-B	29	7	576	0.050	29	0.0	0.1	7.230	A
A-B	6	1			6				
A-C	592	148			592				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	519	0.025	13	0.0	0.0	7.826	A
B-A	2	0.55	314	0.007	2	0.0	0.0	12.697	B
C-A	672	168			672				
C-B	29	7	576	0.050	29	0.1	0.1	7.230	A
A-B	6	1			6				
A-C	592	148			592				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	547	0.020	11	0.0	0.0	7.392	A
B-A	2	0.45	365	0.005	2	0.0	0.0	10.897	B
C-A	548	137			548				
C-B	23	6	607	0.039	23	0.1	0.0	6.791	A
A-B	4	1			4				
A-C	484	121			484				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	567	0.016	9	0.0	0.0	7.102	A
B-A	2	0.38	402	0.004	2	0.0	0.0	9.884	A
C-A	459	115			459				
C-B	20	5	629	0.031	20	0.0	0.0	6.503	A
A-B	4	0.94			4				
A-C	405	101			405				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Woodmarsh_Southwick Road_Westbury Road mini-roundabout - September 2023.j9
Path: M:\Projects\2023\23203 - North Bradley\07. Technical\07.02 Modelling\ARCADY
Report generation date: 11/10/2023 10:04:44

»2023 Base, AM
»2023 Base, PM
»2028 Future Base + Com, AM
»2028 Future Base + Com, PM
»2028 Base + Com + Proposed Dev, AM
»2028 Base + Com + Proposed Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base									
1 - Westbury Rd	D1	1.2	9.03	0.51	A	D2	1.4	9.92	0.59	A
2 - Southwick Rd		5.6	31.62	0.85	D		1.6	11.63	0.61	B
3 - Woodmarsh		0.4	8.86	0.30	A		0.6	8.12	0.38	A
	2028 Future Base + Com									
1 - Westbury Rd	D11	5.9	29.50	0.85	D	D12	1.8	11.56	0.65	B
2 - Southwick Rd		61.9	275.93	1.15	F		1.8	13.01	0.65	B
3 - Woodmarsh		3.8	31.89	0.81	D		0.7	8.59	0.40	A
	2028 Base + Com + Proposed Dev									
1 - Westbury Rd	D13	6.5	32.60	0.87	D	D14	2.1	12.61	0.67	B
2 - Southwick Rd		80.3	381.21	1.20	F		2.0	13.64	0.66	B
3 - Woodmarsh		3.9	32.81	0.81	D		0.7	8.89	0.42	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Woodmarsh / Southwick Rd / Westbury Rd
Location	North Bradley
Site number	
Date	30/10/2017
Version	
Status	(new file)
Identifier	
Client	Welbeck Strategic Land

Jobnumber	17007-01
Enumerator	KONSTANTINA-SOL\Konstantina Solomou
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2023 Base	PM	ONE HOUR	17:00	18:30	15	✓
D11	2028 Future Base + Com	AM	ONE HOUR	08:00	09:30	15	✓
D12	2028 Future Base + Com	PM	ONE HOUR	17:00	18:30	15	✓
D13	2028 Base + Com + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D14	2028 Base + Com + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.68	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Westbury Rd	
2	Southwick Rd	
3	Woodmarsh	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Westbury Rd	3.40	3.00	5.60	4.0	12.60	10.25	0.0	
2 - Southwick Rd	3.50	3.15	4.20	1.7	11.30	8.70	0.0	
3 - Woodmarsh	3.40	3.30	4.50	1.2	13.20	13.55	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Westbury Rd	0.624	983
2 - Southwick Rd	0.610	867
3 - Woodmarsh	0.624	922

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D1	2023 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	422	100.000
2 - Southwick Rd		ONE HOUR	✓	617	100.000
3 - Woodmarsh		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	322	100
	2 - Southwick Rd	503	0	114
	3 - Woodmarsh	50	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	16	1
	2 - Southwick Rd	12	0	4
	3 - Woodmarsh	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.51	9.03	1.2	A	387	581
2 - Southwick Rd	0.85	31.62	5.6	D	566	849
3 - Woodmarsh	0.30	8.86	0.4	A	142	213

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	318	79	79	934	0.340	315	412	0.0	0.6	6.493	A
2 - Southwick Rd	465	116	75	821	0.566	459	319	0.0	1.4	10.813	B
3 - Woodmarsh	117	29	374	688	0.170	116	160	0.0	0.2	6.282	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	379	95	94	925	0.410	379	494	0.6	0.8	7.376	A
2 - Southwick Rd	555	139	90	812	0.683	551	383	1.4	2.3	15.043	C
3 - Woodmarsh	139	35	449	641	0.217	139	192	0.2	0.3	7.164	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	465	116	115	912	0.510	463	599	0.8	1.1	8.966	A
2 - Southwick Rd	679	170	110	800	0.850	668	469	2.3	5.2	27.846	D
3 - Woodmarsh	171	43	544	582	0.293	170	233	0.3	0.4	8.731	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	465	116	116	911	0.510	465	607	1.1	1.2	9.026	A
2 - Southwick Rd	679	170	110	799	0.850	678	470	5.2	5.6	31.619	D
3 - Woodmarsh	171	43	552	577	0.296	171	235	0.4	0.4	8.862	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	379	95	95	924	0.410	381	507	1.2	0.8	7.444	A
2 - Southwick Rd	555	139	90	812	0.684	567	385	5.6	2.5	17.016	C
3 - Woodmarsh	139	35	462	633	0.220	140	195	0.4	0.3	7.310	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	318	79	79	934	0.340	319	420	0.8	0.6	6.565	A
2 - Southwick Rd	465	116	75	821	0.566	469	322	2.5	1.5	11.424	B
3 - Woodmarsh	117	29	382	683	0.171	117	162	0.3	0.2	6.363	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.18	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	481	100.000
2 - Southwick Rd		ONE HOUR	✓	443	100.000
3 - Woodmarsh		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	391	90
	2 - Southwick Rd	289	0	154
	3 - Woodmarsh	130	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	3	0
	2 - Southwick Rd	4	0	1

	3 - Woodmarsh	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.59	9.92	1.4	A	441	662
2 - Southwick Rd	0.61	11.63	1.6	B	407	610
3 - Woodmarsh	0.38	8.12	0.6	A	229	344

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	362	91	90	927	0.390	360	313	0.0	0.6	6.463	A
2 - Southwick Rd	334	83	67	826	0.404	331	382	0.0	0.7	7.451	A
3 - Woodmarsh	188	47	216	787	0.239	187	182	0.0	0.3	6.047	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	432	108	108	916	0.472	431	376	0.6	0.9	7.590	A
2 - Southwick Rd	398	100	81	817	0.487	397	458	0.7	1.0	8.795	A
3 - Woodmarsh	225	56	259	760	0.296	224	219	0.3	0.4	6.782	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	530	132	132	901	0.588	528	459	0.9	1.4	9.811	A
2 - Southwick Rd	488	122	99	806	0.605	485	561	1.0	1.5	11.465	B
3 - Woodmarsh	275	69	317	724	0.380	274	267	0.4	0.6	8.076	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	530	132	132	901	0.588	530	461	1.4	1.4	9.921	A
2 - Southwick Rd	488	122	99	806	0.605	488	563	1.5	1.6	11.627	B
3 - Woodmarsh	275	69	318	723	0.381	275	269	0.6	0.6	8.119	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	432	108	108	916	0.472	434	379	1.4	0.9	7.691	A
2 - Southwick Rd	398	100	81	817	0.487	400	461	1.6	1.0	8.944	A
3 - Woodmarsh	225	56	261	759	0.296	225	221	0.6	0.4	6.831	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	362	91	91	927	0.391	363	316	0.9	0.7	6.554	A
2 - Southwick Rd	334	83	68	825	0.404	335	386	1.0	0.7	7.573	A
3 - Woodmarsh	188	47	218	785	0.240	189	184	0.4	0.3	6.099	A

2028 Future Base + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	128.47	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Future Base + Com	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	687	100.000
2 - Southwick Rd		ONE HOUR	✓	731	100.000
3 - Woodmarsh		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	439	248
	2 - Southwick Rd	602	0	129
	3 - Woodmarsh	268	144	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	16	1
	2 - Southwick Rd	12	0	4

	3 - Woodmarsh	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.85	29.50	5.9	D	630	946
2 - Southwick Rd	1.15	275.93	61.9	F	671	1006
3 - Woodmarsh	0.81	31.89	3.8	D	378	567

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	517	129	107	917	0.564	512	643	0.0	1.4	9.662	A
2 - Southwick Rd	550	138	185	754	0.730	539	434	0.0	2.8	17.728	C
3 - Woodmarsh	310	78	444	644	0.481	307	280	0.0	0.9	10.546	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	618	154	128	903	0.684	614	766	1.4	2.3	13.533	B
2 - Southwick Rd	657	164	222	731	0.899	640	521	2.8	7.0	37.957	E
3 - Woodmarsh	370	93	527	592	0.625	368	335	0.9	1.6	15.816	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	756	189	156	886	0.854	744	860	2.3	5.4	25.812	D
2 - Southwick Rd	805	201	269	703	1.145	692	631	7.0	35.2	126.963	F
3 - Woodmarsh	454	113	570	566	0.802	446	391	1.6	3.5	28.312	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	756	189	158	885	0.855	755	869	5.4	5.9	29.499	D
2 - Southwick Rd	805	201	272	700	1.149	698	640	35.2	61.9	261.598	F
3 - Woodmarsh	454	113	575	563	0.806	452	396	3.5	3.8	31.892	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	618	154	132	901	0.685	631	834	5.9	2.5	15.326	C
2 - Southwick Rd	657	164	228	728	0.903	715	535	61.9	47.5	275.926	F
3 - Woodmarsh	370	93	589	554	0.668	377	354	3.8	2.1	21.029	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	517	129	110	915	0.565	521	800	2.5	1.5	10.172	B
2 - Southwick Rd	550	138	188	752	0.732	724	443	47.5	4.1	130.361	F
3 - Woodmarsh	310	78	596	550	0.564	313	316	2.1	1.3	15.438	C

2028 Future Base + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.50	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Future Base + Com	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	527	100.000
2 - Southwick Rd		ONE HOUR	✓	472	100.000
3 - Woodmarsh		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	**2 - Southwick Rd**	**3 - Woodmarsh**
From	**1 - Westbury Rd**	0	434	93
	2 - Southwick Rd	314	0	158
	3 - Woodmarsh	134	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	**2 - Southwick Rd**	**3 - Woodmarsh**
From	**1 - Westbury Rd**	0	3	0
	2 - Southwick Rd	4	0	1

	3 - Woodmarsh	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.65	11.56	1.8	B	484	725
2 - Southwick Rd	0.65	13.01	1.8	B	433	650
3 - Woodmarsh	0.40	8.59	0.7	A	236	354

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	397	99	92	926	0.428	394	335	0.0	0.8	6.891	A
2 - Southwick Rd	355	89	69	824	0.431	352	416	0.0	0.8	7.806	A
3 - Woodmarsh	193	48	234	775	0.250	192	187	0.0	0.3	6.220	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	474	118	110	915	0.518	472	402	0.8	1.1	8.318	A
2 - Southwick Rd	424	106	83	816	0.520	423	499	0.8	1.1	9.408	A
3 - Woodmarsh	231	58	281	746	0.310	231	225	0.3	0.4	7.048	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	580	145	135	899	0.645	577	491	1.1	1.8	11.356	B
2 - Southwick Rd	520	130	102	804	0.646	517	610	1.1	1.8	12.760	B
3 - Woodmarsh	283	71	344	707	0.400	282	275	0.4	0.7	8.538	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	580	145	135	899	0.645	580	493	1.8	1.8	11.557	B
2 - Southwick Rd	520	130	102	804	0.646	520	613	1.8	1.8	13.010	B
3 - Woodmarsh	283	71	346	706	0.401	283	276	0.7	0.7	8.594	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	474	118	111	914	0.518	477	405	1.8	1.1	8.484	A
2 - Southwick Rd	424	106	84	815	0.520	427	503	1.8	1.1	9.621	A
3 - Woodmarsh	231	58	284	744	0.310	232	227	0.7	0.5	7.106	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	397	99	93	926	0.429	398	338	1.1	0.8	7.014	A
2 - Southwick Rd	355	89	70	824	0.431	357	421	1.1	0.8	7.964	A
3 - Woodmarsh	193	48	237	774	0.250	194	190	0.5	0.3	6.280	A

2028 Base + Com + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	174.43	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Base + Com + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	698	100.000
2 - Southwick Rd		ONE HOUR	✓	763	100.000
3 - Woodmarsh		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	450	248
	2 - Southwick Rd	627	0	136
	3 - Woodmarsh	268	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	16	1
	2 - Southwick Rd	12	0	4

	3 - Woodmarsh	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.87	32.60	6.5	D	640	961
2 - Southwick Rd	1.20	381.21	80.3	F	700	1050
3 - Woodmarsh	0.81	32.81	3.9	D	381	571

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	525	131	109	915	0.574	520	661	0.0	1.4	9.891	A
2 - Southwick Rd	574	144	185	754	0.762	562	444	0.0	3.2	19.555	C
3 - Woodmarsh	312	78	461	634	0.493	309	285	0.0	0.9	10.957	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	627	157	131	902	0.696	624	783	1.4	2.4	14.070	B
2 - Southwick Rd	686	171	222	731	0.938	662	533	3.2	9.1	46.258	E
3 - Woodmarsh	373	93	544	582	0.641	370	340	0.9	1.7	16.754	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	769	192	159	884	0.869	754	862	2.4	6.0	27.869	D
2 - Southwick Rd	840	210	268	703	1.195	696	645	9.1	45.1	156.524	F
3 - Woodmarsh	457	114	572	564	0.810	449	392	1.7	3.7	29.347	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	769	192	161	883	0.871	766	869	6.0	6.5	32.600	D
2 - Southwick Rd	840	210	272	700	1.199	699	655	45.1	80.3	331.556	F
3 - Woodmarsh	457	114	575	563	0.812	456	397	3.7	3.9	32.808	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	627	157	135	899	0.698	643	835	6.5	2.7	16.300	C
2 - Southwick Rd	686	171	228	727	0.943	717	549	80.3	72.4	381.207	F
3 - Woodmarsh	373	93	589	554	0.674	380	356	3.9	2.2	21.496	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	525	131	112	914	0.575	530	812	2.7	1.5	10.459	B
2 - Southwick Rd	574	144	188	752	0.764	740	454	72.4	30.9	255.322	F
3 - Woodmarsh	312	78	608	542	0.577	316	320	2.2	1.4	16.126	C

2028 Base + Com + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	12.24	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Base + Com + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Westbury Rd		ONE HOUR	✓	547	100.000
2 - Southwick Rd		ONE HOUR	✓	484	100.000
3 - Woodmarsh		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	454	93
	2 - Southwick Rd	323	0	161
	3 - Woodmarsh	134	130	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Westbury Rd	2 - Southwick Rd	3 - Woodmarsh
From	1 - Westbury Rd	0	3	0
	2 - Southwick Rd	4	0	1

	3 - Woodmarsh	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Westbury Rd	0.67	12.61	2.1	B	502	753
2 - Southwick Rd	0.66	13.64	2.0	B	444	666
3 - Woodmarsh	0.42	8.89	0.7	A	242	363

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	412	103	97	923	0.446	409	341	0.0	0.8	7.131	A
2 - Southwick Rd	364	91	69	824	0.442	361	436	0.0	0.8	7.953	A
3 - Woodmarsh	199	50	241	771	0.258	197	190	0.0	0.3	6.320	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	492	123	117	911	0.540	490	410	0.8	1.2	8.744	A
2 - Southwick Rd	435	109	83	816	0.533	434	524	0.8	1.2	9.668	A
3 - Woodmarsh	237	59	289	741	0.320	237	228	0.3	0.5	7.204	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	602	151	143	894	0.673	599	501	1.2	2.0	12.340	B
2 - Southwick Rd	533	133	102	804	0.662	530	640	1.2	1.9	13.339	B
3 - Woodmarsh	291	73	354	701	0.415	290	278	0.5	0.7	8.821	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	602	151	143	894	0.674	602	503	2.0	2.1	12.614	B
2 - Southwick Rd	533	133	102	804	0.663	533	643	1.9	2.0	13.639	B
3 - Woodmarsh	291	73	356	700	0.415	291	280	0.7	0.7	8.886	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	492	123	117	910	0.540	495	413	2.1	1.2	8.957	A
2 - Southwick Rd	435	109	84	815	0.534	438	528	2.0	1.2	9.914	A
3 - Woodmarsh	237	59	292	739	0.321	238	230	0.7	0.5	7.271	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Westbury Rd	412	103	98	922	0.447	413	345	1.2	0.8	7.271	A
2 - Southwick Rd	364	91	70	824	0.442	366	441	1.2	0.8	8.126	A
3 - Woodmarsh	199	50	244	769	0.258	199	192	0.5	0.4	6.386	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Wynsome Street_Frome Rd_Fairfield mini-roundabout - September 2023.j9
Path: M:\Projects\2023\23203 - North Bradley\07. Technical\07.02 Modelling\ARCADY
Report generation date: 11/10/2023 09:48:44

»2023 Base, AM
»2023 Base, PM
»2028 Base + Com, AM
»2028 Base + Com, PM
»2028 Base + Com + Proposed Dev, AM
»2028 Base + Com + Proposed Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base									
1 - Wynsome Street	D1	1.6	13.36	0.59	B	D2	1.6	11.73	0.61	B
2 - Frome Rd S		5.1	23.52	0.83	C		1.3	8.86	0.57	A
3 - Fairfield		0.0	13.93	0.03	B		0.0	8.96	0.01	A
4 - Frome Rd N		2.5	16.07	0.72	C		0.9	6.49	0.47	A
	2028 Base + Com									
1 - Wynsome Street	D7	4.2	27.19	0.80	D	D8	3.3	19.66	0.77	C
2 - Frome Rd S		20.7	78.25	0.99	F		10.9	46.42	0.93	E
3 - Fairfield		0.0	19.80	0.05	C		0.0	17.67	0.03	C
4 - Frome Rd N		6.0	36.37	0.87	E		1.6	11.11	0.61	B
	2028 Base + Com + Proposed Dev									
1 - Wynsome Street	D9	4.4	28.37	0.81	D	D10	3.4	20.00	0.77	C
2 - Frome Rd S		21.5	80.63	0.99	F		11.5	48.74	0.94	E
3 - Fairfield		0.0	19.91	0.05	C		0.0	17.90	0.03	C
4 - Frome Rd N		6.1	36.85	0.87	E		1.6	11.22	0.61	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	03/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-51O46MG\Markides Associates
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2023 Base	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 Base + Com	AM	ONE HOUR	08:00	09:30	15	✓
D8	2028 Base + Com	PM	ONE HOUR	17:00	18:30	15	✓
D9	2028 Base + Com + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓
D10	2028 Base + Com + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	18.74	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Wynsome Street	
2	Frome Rd S	
3	Fairfield	
4	Frome Rd N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Wynsome Street	3.28	3.28	4.70	4.7	11.48	8.80	0.0	
2 - Frome Rd S	3.97	3.97	4.24	1.2	9.75	6.19	0.0	
3 - Fairfield	2.00	2.00	3.28	1.5	9.60	6.06	0.0	
4 - Frome Rd N	3.74	3.74	4.95	18.0	11.39	7.65	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wynsome Street	0.629	1054
2 - Frome Rd S	0.633	1038
3 - Fairfield	0.565	775
4 - Frome Rd N	0.657	1127

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	394	100.000
2 - Frome Rd S		ONE HOUR	✓	747	100.000
3 - Fairfield		ONE HOUR	✓	8	100.000
4 - Frome Rd N		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	324	0	70
	2 - Frome Rd S	435	0	0	312
	3 - Fairfield	2	1	0	5
	4 - Frome Rd N	65	461	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	14	0	0
	2 - Frome Rd S	13	0	0	8
	3 - Fairfield	0	0	0	0
	4 - Frome Rd N	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.59	13.36	1.6	B	362	542
2 - Frome Rd S	0.83	23.52	5.1	C	685	1028
3 - Fairfield	0.03	13.93	0.0	B	7	11
4 - Frome Rd N	0.72	16.07	2.5	C	485	727

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	297	74	347	836	0.355	294	374	0.0	0.6	7.357	A
2 - Frome Rd S	562	141	54	1004	0.560	557	587	0.0	1.4	8.817	A
3 - Fairfield	6	2	609	431	0.014	6	1	0.0	0.0	8.475	A
4 - Frome Rd N	398	99	327	913	0.436	394	289	0.0	0.8	7.112	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	354	89	416	793	0.447	353	449	0.6	0.9	9.084	A
2 - Frome Rd S	672	168	65	997	0.673	668	704	1.4	2.2	12.001	B

3 - Fairfield	7	2	731	362	0.020	7	2	0.0	0.0	10.152	B
4 - Frome Rd N	475	119	392	870	0.546	473	346	0.8	1.2	9.303	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	434	108	507	735	0.590	431	546	0.9	1.5	13.042	B
2 - Frome Rd S	822	206	79	988	0.832	812	859	2.2	4.8	21.409	C
3 - Fairfield	9	2	889	273	0.032	9	2	0.0	0.0	13.633	B
4 - Frome Rd N	581	145	476	814	0.714	576	421	1.2	2.4	15.272	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	434	108	511	733	0.592	434	552	1.5	1.6	13.362	B
2 - Frome Rd S	822	206	79	988	0.832	821	865	4.8	5.1	23.523	C
3 - Fairfield	9	2	898	267	0.033	9	2	0.0	0.0	13.933	B
4 - Frome Rd N	581	145	482	811	0.717	581	426	2.4	2.5	16.069	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	354	89	421	789	0.449	357	458	1.6	0.9	9.320	A
2 - Frome Rd S	672	168	65	997	0.674	683	713	5.1	2.4	13.104	B
3 - Fairfield	7	2	746	353	0.020	7	2	0.0	0.0	10.405	B
4 - Frome Rd N	475	119	400	864	0.549	480	353	2.5	1.3	9.760	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	297	74	351	833	0.356	298	380	0.9	0.6	7.495	A
2 - Frome Rd S	562	141	54	1004	0.560	566	594	2.4	1.4	9.195	A
3 - Fairfield	6	2	619	425	0.014	6	2	0.0	0.0	8.591	A
4 - Frome Rd N	398	99	332	909	0.437	399	293	1.3	0.8	7.303	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	9.02	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	457	100.000
2 - Frome Rd S		ONE HOUR	✓	499	100.000
3 - Fairfield		ONE HOUR	✓	5	100.000
4 - Frome Rd N		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	361	0	96
	2 - Frome Rd S	82	0	4	413
	3 - Fairfield	0	0	0	5
	4 - Frome Rd N	117	337	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	4	0	0
	2 - Frome Rd S	12	0	0	2
	3 - Fairfield	0	0	0	0
	4 - Frome Rd N	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.61	11.73	1.6	B	419	629
2 - Frome Rd S	0.57	8.86	1.3	A	458	687
3 - Fairfield	0.01	8.96	0.0	A	5	7
4 - Frome Rd N	0.47	6.49	0.9	A	418	628

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	344	86	254	895	0.385	342	149	0.0	0.6	6.683	A
2 - Frome Rd S	376	94	73	992	0.379	373	522	0.0	0.6	5.999	A
3 - Fairfield	4	0.94	442	525	0.007	4	4	0.0	0.0	6.903	A
4 - Frome Rd N	343	86	61	1087	0.316	341	384	0.0	0.5	4.915	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	411	103	304	863	0.476	410	179	0.6	0.9	8.173	A
2 - Frome Rd S	449	112	88	983	0.457	448	626	0.6	0.9	6.952	A
3 - Fairfield	4	1	530	475	0.009	4	5	0.0	0.0	7.645	A
4 - Frome Rd N	410	102	74	1079	0.380	409	461	0.5	0.6	5.481	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	503	126	372	820	0.614	501	219	0.9	1.6	11.527	B
2 - Frome Rd S	549	137	107	970	0.566	548	766	0.9	1.3	8.775	A
3 - Fairfield	6	1	648	409	0.013	5	7	0.0	0.0	8.932	A
4 - Frome Rd N	502	126	90	1068	0.470	501	564	0.6	0.9	6.461	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	503	126	373	819	0.614	503	219	1.6	1.6	11.726	B
2 - Frome Rd S	549	137	108	970	0.566	549	768	1.3	1.3	8.857	A
3 - Fairfield	6	1	651	407	0.014	6	7	0.0	0.0	8.961	A
4 - Frome Rd N	502	126	90	1068	0.470	502	566	0.9	0.9	6.490	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	411	103	306	862	0.477	413	179	1.6	1.0	8.327	A
2 - Frome Rd S	449	112	89	982	0.457	450	630	1.3	0.9	7.031	A
3 - Fairfield	4	1	534	473	0.010	5	5	0.0	0.0	7.678	A
4 - Frome Rd N	410	102	74	1078	0.380	411	464	0.9	0.6	5.509	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

1 - Wynsome Street	344	86	256	893	0.385	345	150	1.0	0.7	6.790	A
2 - Frome Rd S	376	94	74	991	0.379	377	527	0.9	0.6	6.070	A
3 - Fairfield	4	0.94	446	523	0.007	4	5	0.0	0.0	6.935	A
4 - Frome Rd N	343	86	62	1086	0.316	344	388	0.6	0.5	4.951	A

2028 Base + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	52.48	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 Base + Com	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	528	100.000
2 - Frome Rd S		ONE HOUR	✓	887	100.000
3 - Fairfield		ONE HOUR	✓	8	100.000
4 - Frome Rd N		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	456	0	72
	2 - Frome Rd S	566	0	0	321
	3 - Fairfield	2	1	0	5
	4 - Frome Rd N	98	474	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	14	0	0
	2 - Frome Rd S	13	0	0	8
	3 - Fairfield	0	0	0	0

	4 - Frome Rd N	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.80	27.19	4.2	D	485	727
2 - Frome Rd S	0.99	78.25	20.7	F	814	1221
3 - Fairfield	0.05	19.80	0.0	C	7	11
4 - Frome Rd N	0.87	36.37	6.0	E	527	790

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	398	99	356	830	0.479	393	495	0.0	1.0	9.135	A
2 - Frome Rd S	668	167	55	1003	0.666	659	694	0.0	2.1	11.367	B
3 - Fairfield	6	2	713	372	0.016	6	1	0.0	0.0	9.834	A
4 - Frome Rd N	432	108	423	849	0.509	428	296	0.0	1.0	8.716	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	475	119	426	786	0.604	472	593	1.0	1.6	12.719	B
2 - Frome Rd S	797	199	66	996	0.800	790	832	2.1	4.1	18.668	C
3 - Fairfield	7	2	854	292	0.025	7	2	0.0	0.0	12.628	B
4 - Frome Rd N	516	129	507	794	0.650	513	355	1.0	1.8	13.022	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	581	145	514	731	0.796	572	702	1.6	3.9	24.184	C
2 - Frome Rd S	977	244	80	987	0.989	932	1006	4.1	15.2	50.225	F
3 - Fairfield	9	2	1010	204	0.043	9	2	0.0	0.0	18.418	C
4 - Frome Rd N	632	158	598	734	0.861	619	421	1.8	5.2	29.175	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	581	145	522	725	0.801	580	719	3.9	4.2	27.185	D
2 - Frome Rd S	977	244	81	987	0.990	955	1021	15.2	20.7	78.254	F
3 - Fairfield	9	2	1034	191	0.046	9	2	0.0	0.0	19.796	C
4 - Frome Rd N	632	158	612	725	0.872	629	430	5.2	6.0	36.370	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	475	119	441	777	0.611	484	641	4.2	1.8	14.175	B
2 - Frome Rd S	797	199	68	995	0.801	860	857	20.7	5.1	37.623	E
3 - Fairfield	7	2	926	251	0.029	7	2	0.0	0.0	14.746	B
4 - Frome Rd N	516	129	552	765	0.675	531	382	6.0	2.2	16.756	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	398	99	363	826	0.481	401	509	1.8	1.1	9.534	A
2 - Frome Rd S	668	167	56	1003	0.666	679	707	5.1	2.3	12.744	B
3 - Fairfield	6	2	733	360	0.017	6	2	0.0	0.0	10.163	B
4 - Frome Rd N	432	108	435	841	0.514	437	304	2.2	1.1	9.266	A

2028 Base + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 74% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 69% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	29.29	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 Base + Com	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	568	100.000
2 - Frome Rd S		ONE HOUR	✓	820	100.000
3 - Fairfield		ONE HOUR	✓	5	100.000
4 - Frome Rd N		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	469	0	99
	2 - Frome Rd S	391	0	4	425
	3 - Fairfield	0	0	0	5
	4 - Frome Rd N	120	347	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	4	0	0
	2 - Frome Rd S	12	0	0	2
	3 - Fairfield	0	0	0	0

	4 - Frome Rd N	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.77	19.66	3.3	C	521	782
2 - Frome Rd S	0.93	46.42	10.9	E	752	1129
3 - Fairfield	0.03	17.67	0.0	C	5	7
4 - Frome Rd N	0.61	11.11	1.6	B	430	646

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	428	107	261	890	0.480	424	381	0.0	0.9	7.914	A
2 - Frome Rd S	617	154	75	990	0.623	610	609	0.0	1.7	9.923	A
3 - Fairfield	4	0.94	681	390	0.010	4	4	0.0	0.0	9.323	A
4 - Frome Rd N	353	88	291	936	0.377	351	394	0.0	0.6	6.247	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	511	128	313	857	0.596	508	457	0.9	1.5	10.589	B
2 - Frome Rd S	737	184	90	981	0.751	732	731	1.7	3.0	15.071	C
3 - Fairfield	4	1	817	313	0.014	4	5	0.0	0.0	11.662	B
4 - Frome Rd N	422	105	349	898	0.470	421	472	0.6	0.9	7.673	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	625	156	382	814	0.769	619	550	1.5	3.2	18.451	C
2 - Frome Rd S	903	226	110	969	0.932	878	891	3.0	9.2	35.241	E
3 - Fairfield	6	1	982	220	0.025	5	6	0.0	0.0	16.767	C
4 - Frome Rd N	516	129	419	852	0.606	514	568	0.9	1.5	10.772	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	625	156	384	813	0.770	625	559	3.2	3.3	19.662	C
2 - Frome Rd S	903	226	111	968	0.933	896	898	9.2	10.9	46.423	E
3 - Fairfield	6	1	1001	209	0.026	5	7	0.0	0.0	17.665	C
4 - Frome Rd N	516	129	427	846	0.610	516	579	1.5	1.6	11.107	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	511	128	316	856	0.597	518	474	3.3	1.6	11.210	B
2 - Frome Rd S	737	184	92	980	0.752	767	741	10.9	3.5	20.082	C
3 - Fairfield	4	1	853	293	0.015	5	6	0.0	0.0	12.497	B
4 - Frome Rd N	422	105	366	887	0.475	424	492	1.6	0.9	7.977	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	428	107	264	888	0.481	430	388	1.6	1.0	8.154	A
2 - Frome Rd S	617	154	76	990	0.624	624	617	3.5	1.8	10.661	B
3 - Fairfield	4	0.94	696	382	0.010	4	5	0.0	0.0	9.529	A
4 - Frome Rd N	353	88	298	932	0.379	354	402	0.9	0.6	6.375	A

2028 Base + Com + Proposed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	53.95	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Base + Com + Proposed Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	534	100.000
2 - Frome Rd S		ONE HOUR	✓	890	100.000
3 - Fairfield		ONE HOUR	✓	8	100.000
4 - Frome Rd N		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	462	0	72
	2 - Frome Rd S	569	0	0	321
	3 - Fairfield	2	1	0	5
	4 - Frome Rd N	98	474	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	14	0	0
	2 - Frome Rd S	13	0	0	8
	3 - Fairfield	0	0	0	0

	4 - Frome Rd N	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.81	28.37	4.4	D	490	735
2 - Frome Rd S	0.99	80.63	21.5	F	817	1225
3 - Fairfield	0.05	19.91	0.0	C	7	11
4 - Frome Rd N	0.87	36.85	6.1	E	527	790

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	402	101	356	830	0.484	398	497	0.0	1.0	9.228	A
2 - Frome Rd S	670	168	55	1003	0.668	661	698	0.0	2.2	11.435	B
3 - Fairfield	6	2	715	371	0.016	6	1	0.0	0.0	9.867	A
4 - Frome Rd N	432	108	425	848	0.510	428	296	0.0	1.0	8.745	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	480	120	426	786	0.611	477	596	1.0	1.7	12.935	B
2 - Frome Rd S	800	200	66	996	0.803	792	837	2.2	4.1	18.880	C
3 - Fairfield	7	2	857	291	0.025	7	2	0.0	0.0	12.691	B
4 - Frome Rd N	516	129	509	793	0.651	513	355	1.0	1.8	13.096	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	588	147	514	731	0.805	579	705	1.7	4.0	25.020	D
2 - Frome Rd S	980	245	80	987	0.992	934	1012	4.1	15.7	51.224	F
3 - Fairfield	9	2	1012	203	0.043	9	2	0.0	0.0	18.519	C
4 - Frome Rd N	632	158	600	733	0.862	619	420	1.8	5.2	29.460	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	588	147	522	726	0.810	587	721	4.0	4.4	28.367	D
2 - Frome Rd S	980	245	81	987	0.993	956	1028	15.7	21.5	80.635	F
3 - Fairfield	9	2	1036	190	0.046	9	2	0.0	0.0	19.909	C
4 - Frome Rd N	632	158	615	723	0.874	629	430	5.2	6.1	36.848	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	480	120	441	777	0.618	490	646	4.4	1.9	14.522	B
2 - Frome Rd S	800	200	68	995	0.804	865	864	21.5	5.2	39.483	E
3 - Fairfield	7	2	932	248	0.029	7	2	0.0	0.0	14.936	B
4 - Frome Rd N	516	129	556	762	0.677	531	383	6.1	2.3	17.005	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	402	101	363	826	0.487	405	512	1.9	1.1	9.646	A
2 - Frome Rd S	670	168	56	1003	0.668	681	712	5.2	2.3	12.867	B
3 - Fairfield	6	2	736	359	0.017	6	2	0.0	0.0	10.206	B
4 - Frome Rd N	432	108	438	839	0.515	437	304	2.3	1.1	9.310	A

2028 Base + Com + Proposed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 74% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 69% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	30.47	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Base + Com + Proposed Dev	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wynsome Street		ONE HOUR	✓	571	100.000
2 - Frome Rd S		ONE HOUR	✓	825	100.000
3 - Fairfield		ONE HOUR	✓	5	100.000
4 - Frome Rd N		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	472	0	99
	2 - Frome Rd S	396	0	4	425
	3 - Fairfield	0	0	0	5
	4 - Frome Rd N	120	347	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wynsome Street	2 - Frome Rd S	3 - Fairfield	4 - Frome Rd N
From	1 - Wynsome Street	0	4	0	0
	2 - Frome Rd S	12	0	0	2
	3 - Fairfield	0	0	0	0

	4 - Frome Rd N	2	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wynsome Street	0.77	20.00	3.4	C	524	786
2 - Frome Rd S	0.94	48.74	11.5	E	757	1136
3 - Fairfield	0.03	17.90	0.0	C	5	7
4 - Frome Rd N	0.61	11.22	1.6	B	430	646

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	430	107	261	890	0.483	426	385	0.0	0.9	7.951	A
2 - Frome Rd S	621	155	75	990	0.627	614	612	0.0	1.7	10.019	B
3 - Fairfield	4	0.94	685	388	0.010	4	4	0.0	0.0	9.373	A
4 - Frome Rd N	353	88	295	933	0.378	351	394	0.0	0.6	6.274	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	513	128	313	857	0.599	511	461	0.9	1.5	10.670	B
2 - Frome Rd S	742	185	90	981	0.756	736	734	1.7	3.1	15.326	C
3 - Fairfield	4	1	821	311	0.014	4	5	0.0	0.0	11.755	B
4 - Frome Rd N	422	105	353	895	0.471	420	472	0.6	0.9	7.720	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	629	157	382	814	0.773	622	555	1.5	3.2	18.724	C
2 - Frome Rd S	908	227	110	969	0.938	882	894	3.1	9.6	36.423	E
3 - Fairfield	6	1	986	218	0.025	5	6	0.0	0.0	16.952	C
4 - Frome Rd N	516	129	423	849	0.608	514	568	0.9	1.5	10.871	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	629	157	384	813	0.774	628	564	3.2	3.4	20.002	C
2 - Frome Rd S	908	227	111	968	0.939	901	901	9.6	11.5	48.740	E
3 - Fairfield	6	1	1005	207	0.027	5	7	0.0	0.0	17.898	C
4 - Frome Rd N	516	129	432	843	0.613	516	578	1.5	1.6	11.220	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	513	128	316	856	0.600	520	480	3.4	1.6	11.316	B
2 - Frome Rd S	742	185	92	980	0.757	773	744	11.5	3.6	20.934	C
3 - Fairfield	4	1	860	289	0.016	5	6	0.0	0.0	12.664	B
4 - Frome Rd N	422	105	371	883	0.477	424	493	1.6	0.9	8.043	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wynsome Street	430	107	264	888	0.484	432	392	1.6	1.0	8.196	A
2 - Frome Rd S	621	155	76	990	0.628	628	620	3.6	1.8	10.792	B
3 - Fairfield	4	0.94	700	379	0.010	4	5	0.0	0.0	9.585	A
4 - Frome Rd N	353	88	301	929	0.380	354	402	0.9	0.6	6.401	A

North Bradley, Tuesday 27th June 2023



Junction: 1
Approach: Fairfield Meadows

	Left to A361 Frome Road (North)									Ahead to Wynsome Street									Right to A361 Frome Road (South)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	4	1	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**1**	**0**	**10**	**2**	**0**	**0**	**0**	**13**	**12.2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	1	1	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**1**	**0**	**17**	**3**	**0**	**0**	**0**	**21**	**20.2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV2	2.3
BUS	2.0
OGV1	1.5

North Bradley, Tuesday 27th June 2023



From: 2) 16:30

To: 2) 17:30

Class: All Vehicles

Show Peak Hour: ☑

Show PCUs: ☐

Show Session 1

PCUs in red

U-Turn

A361 Frome Road (North)			
U-Turn	To D	To C	To B
0	2	324	115

Fairfield Meadows	To A	5
	To B	0
	To C	0

0	U-Turn	Wynsome Street
96	To A	
0	To D	
339	To C	

4	400	262	1
To D	To A	To B	U-Turn
A361 Frome Road (South)			

North Bradley, Tuesday 27th June 2023



Junction: 4
Approach: Woodmarsh

	Ahead to Westbury Road									Right to Southwick Road									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	1	0	0	0	4	4.0	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	8	1	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	9	2	0	0	0	11	11.0	0	0	3	4	0	0	1	8	9.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	8	2	0	0	0	10	10.0	0	0	8	5	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**28**	**6**	**0**	**0**	**0**	**34**	**34.0**	**0**	**0**	**21**	**11**	**1**	**0**	**1**	**34**	**35.5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	0	0	7	1	0	0	0	8	8.0	0	0	17	2	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	3	0	1	0	0	4	4.5	0	1	31	1	0	0	0	33	32.4	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	15	1	0	0	0	16	16.0	0	2	33	1	0	0	0	36	34.8	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	11	2	1	0	0	14	14.5	2	0	17	2	0	0	0	21	19.4	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	10	2	1	0	0	13	13.5	0	0	11	2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	39	5	3	0	0	47	48.5	2	3	92	6	1	0	0	104	101.1	0	0	1	0	0	0	0	1	1

16:45 - 17:00	0	1	22	2	0	0	1	26	26.4	0	0	19	2	0	0	0	21	21.0	0	0	1	0	0	0	0	1	1.0
17:00 - 17:15	0	0	26	2	0	0	0	28	28.0	0	0	27	6	0	0	0	33	33.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	34	2	0	0	0	36	36.0	0	1	27	3	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	35	4	0	0	0	39	39.0	0	0	34	1	0	0	0	35	35.0	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	1	117	10	0	0	1	129	129.4	0	1	107	12	0	0	0	120	119.4	0	0	1	0	0	0	0	1	1
Hourly Total	**0**	**2**	**92**	**10**	**1**	**0**	**1**	**106**	**106.3**	**0**	**1**	**84**	**5**	**0**	**0**	**0**	**90**	**89.4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**
17:45 - 18:00	0	0	17	1	0	0	0	18	18.0	0	0	31	3	0	0	0	34	34.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**3**	**321**	**29**	**1**	**0**	**2**	**356**	**356.7**	**0**	**3**	**310**	**30**	**0**	**0**	**0**	**343**	**341.2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
18:00 - 18:15	0	0	21	0	0	0	0	21	21.0	0	0	24	1	0	0	0	25	25.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	16	2	0	0	0	18	18.0	0	0	21	1	0	0	1	23	24.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	17	1	0	0	0	18	18.0	0	0	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	19	0	0	0	0	19	19.0	0	0	17	1	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**73**	**3**	**0**	**0**	**0**	**76**	**76.0**	**0**	**0**	**74**	**3**	**0**	**0**	**1**	**78**	**79.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**5**	**486**	**42**	**2**	**0**	**3**	**538**	**539.0**	**0**	**4**	**468**	**38**	**0**	**0**	**1**	**511**	**509.6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

North Bradley, Tuesday 27th June 2023



Junction: 4
Approach: Westbury Road

	Left to Southwick Road									Ahead to Woodmarsh									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	9	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	22	10	6	5	0	**43**	**52.5**	0	0	9	1	0	0	0	**10**	**10.0**	0	0	0	0	0	0	0	**0**	**0.0**
07:15 - 07:30	0	0	39	7	6	1	0	**53**	**57.3**	0	0	6	2	0	0	0	**8**	**8.0**	0	0	0	0	0	0	0	**0**	**0.0**
07:30 - 07:45	0	1	35	13	2	4	0	**55**	**60.6**	0	0	10	1	0	0	0	**11**	**11.0**	0	0	0	0	0	0	0	**0**	**0.0**
07:45 - 08:00	0	0	40	14	3	8	1	**66**	**78.9**	0	0	17	6	0	0	0	**23**	**23.0**	0	0	1	0	0	0	0	**1**	**1.0**
Hourly Total	**0**	**1**	**136**	**44**	**17**	**18**	**1**	**217**	**249.3**	**0**	**0**	**42**	**10**	**0**	**0**	**0**	**52**	**52.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	2	0	50	12	7	6	0	**77**	**86.7**	0	0	24	4	0	0	1	**29**	**30.0**	0	0	0	0	0	0	0	**0**	**0.0**
08:15 - 08:30	0	0	48	15	3	8	0	**74**	**85.9**	0	0	12	2	0	0	0	**14**	**14.0**	0	0	0	0	0	0	0	**0**	**0.0**
08:30 - 08:45	0	0	47	12	8	6	0	**73**	**84.8**	0	0	17	2	0	0	1	**20**	**21.0**	0	0	2	0	0	0	0	**2**	**2.0**
08:45 - 09:00	0	0	33	14	6	5	0	**58**	**67.5**	0	0	31	4	0	0	0	**35**	**35.0**	0	0	0	0	0	0	0	**0**	**0.0**
09:00 - 09:15	0	2	33	14	9	7	0	**65**	**77.4**	0	0	29	1	0	0	0	**30**	**30.0**	0	0	0	0	0	0	0	**0**	**0.0**
Peak Hour Total	0	2	161	55	26	26	0	270	315.6	0	0	89	9	0	0	1	99	100	0	0	2	0	0	0	0	2	2

16:45 - 17:00	2	1	73	12	3	5	0	**96**	**101.8**	0	0	17	3	1	0	0	**21**	**21.5**	0	0	1	1	0	0	0	**2**	**2.0**
17:00 - 17:15	0	1	80	17	3	3	0	**104**	**108.8**	0	0	23	4	0	0	1	**28**	**29.0**	0	0	0	0	0	0	0	**0**	**0.0**
17:15 - 17:30	0	1	72	11	1	0	0	**85**	**84.9**	0	0	17	3	0	0	0	**20**	**20.0**	0	0	0	0	0	0	0	**0**	**0.0**
17:30 - 17:45	0	0	76	7	1	3	0	**87**	**91.4**	0	0	17	2	0	0	0	**19**	**19.0**	0	0	0	0	0	0	0	**0**	**0.0**
Peak Hour Total	2	3	301	47	8	11	0	372	386.9	0	0	74	12	1	0	1	88	89.5	0	0	1	1	0	0	0	2	2
Hourly Total	**2**	**3**	**258**	**48**	**21**	**17**	**0**	**349**	**378.2**	**0**	**0**	**64**	**11**	**1**	**0**	**1**	**77**	**78.5**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**5.0**
17:45 - 18:00	0	0	93	3	2	1	0	**99**	**101.3**	0	0	16	4	0	0	0	**20**	**20.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**4**	**8**	**880**	**133**	**36**	**35**	**0**	**1096**	**1151.5**	**0**	**0**	**211**	**36**	**2**	**0**	**3**	**252**	**256.0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**7.0**
18:00 - 18:15	0	0	70	2	2	3	0	**77**	**81.9**	0	0	9	2	0	0	1	**12**	**13.0**	0	0	0	0	0	0	0	**0**	**0.0**
18:15 - 18:30	0	0	51	5	4	0	0	**60**	**62.0**	0	0	8	0	0	0	0	**8**	**8.0**	0	0	0	0	0	0	0	**0**	**0.0**
18:30 - 18:45	0	0	49	7	1	1	0	**58**	**59.8**	0	0	14	2	0	0	0	**16**	**16.0**	0	0	1	0	0	0	0	**1**	**1.0**
18:45 - 19:00	0	0	35	3	3	3	0	**44**	**49.4**	0	0	9	1	0	0	0	**10**	**10.0**	0	0	0	0	0	0	0	**0**	**0.0**
Hourly Total	**0**	**0**	**205**	**17**	**10**	**7**	**0**	**239**	**253.1**	**0**	**0**	**40**	**5**	**0**	**0**	**1**	**46**	**47.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
TOTAL	**6**	**11**	**1343**	**198**	**67**	**59**	**0**	**1684**	**1782.8**	**0**	**0**	**315**	**52**	**3**	**0**	**5**	**375**	**381.5**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**13**	**13.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

North Bradley, Tuesday 27th June 2023



Junction: 4
Approach: Southwick Road

	Left to Woodmarsh									Right to Westbury Road									U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	1	0	0	0	9	9.0	0	0	47	10	1	10	1	69	83.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	5	3	0	0	0	8	8.0	0	0	57	12	5	9	0	83	97.2	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	13	3	0	0	0	17	16.4	0	0	83	15	3	7	1	109	120.6	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	0	15	4	0	0	0	19	19.0	0	1	77	15	4	5	0	102	109.9	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**1**	**41**	**11**	**0**	**0**	**0**	**53**	**52.4**	**0**	**1**	**264**	**52**	**13**	**31**	**2**	**363**	**411.2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
08:00 - 08:15	0	0	31	1	0	0	0	32	32.0	0	0	81	25	5	4	1	116	124.7	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	33	3	0	0	0	36	36.0	0	1	86	19	3	8	0	117	128.3	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	31	2	0	0	0	33	33.0	0	1	98	14	2	6	0	121	129.2	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	29	1	0	0	0	30	30.0	1	1	92	14	7	2	0	117	121.7	0	0	0	1	0	0	0	1	1.0
09:00 - 09:15	0	0	14	1	0	0	0	15	15.0	0	2	83	15	4	6	0	110	118.6	0	0	0	0	0	0	0	0	0.0
Peak Hour Total	0	0	107	7	0	0	0	114	114	1	5	359	62	16	22	0	465	497.8	0	0	1	1	0	0	0	2	2

16:45 - 17:00	0	0	21	2	0	0	0	23	23.0	0	1	67	11	2	3	0	84	88.3	0	0	1	0	0	0	0	1	1.0
17:00 - 17:15	0	0	45	6	0	0	0	51	51.0	0	1	63	13	3	5	0	85	92.4	0	0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	0	34	5	0	0	0	39	39.0	0	1	45	7	1	4	0	58	63.1	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	38	1	1	0	0	40	40.5	0	0	34	4	2	1	0	41	43.3	0	0	0	1	0	0	0	1	1.0
Peak Hour Total	0	0	138	14	1	0	0	153	153.5	0	3	209	35	8	13	0	268	287.1	0	0	2	1	0	0	0	3	3
Hourly Total	**0**	**1**	**99**	**5**	**0**	**0**	**0**	**105**	**104.4**	**0**	**2**	**174**	**36**	**12**	**14**	**1**	**239**	**263.0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**
17:45 - 18:00	0	0	24	1	1	0	0	26	26.5	0	0	49	2	0	0	0	51	51.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**1**	**378**	**32**	**3**	**0**	**0**	**414**	**414.9**	**0**	**7**	**574**	**97**	**26**	**37**	**1**	**742**	**799.9**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**11.0**
18:00 - 18:15	0	0	23	4	0	0	0	27	27.0	0	0	45	7	2	4	0	58	64.2	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	21	5	0	0	0	26	26.0	0	0	35	6	2	4	0	47	53.2	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	27	1	0	0	0	28	28.0	0	0	39	7	2	3	0	51	55.9	0	0	1	0	0	0	0	1	1.0
18:45 - 19:00	0	0	23	3	0	0	0	26	26.0	0	0	23	4	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**94**	**13**	**0**	**0**	**0**	**107**	**107.0**	**0**	**0**	**142**	**24**	**7**	**11**	**0**	**184**	**201.8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
TOTAL	**0**	**2**	**571**	**50**	**3**	**0**	**0**	**626**	**626.3**	**0**	**9**	**890**	**157**	**45**	**62**	**2**	**1165**	**1264.7**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**16.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

North Bradley, Tuesday 27th June 2023



From: 2) 16:00

To: 2) 17:00

Class: All Vehicles

Show Peak Hour: ☑

Show PCUs: ☐

Show Session 1

PCUs in red

U-Turn

